

# TWU

The Transport Workers Union  
of America *United Invincible*

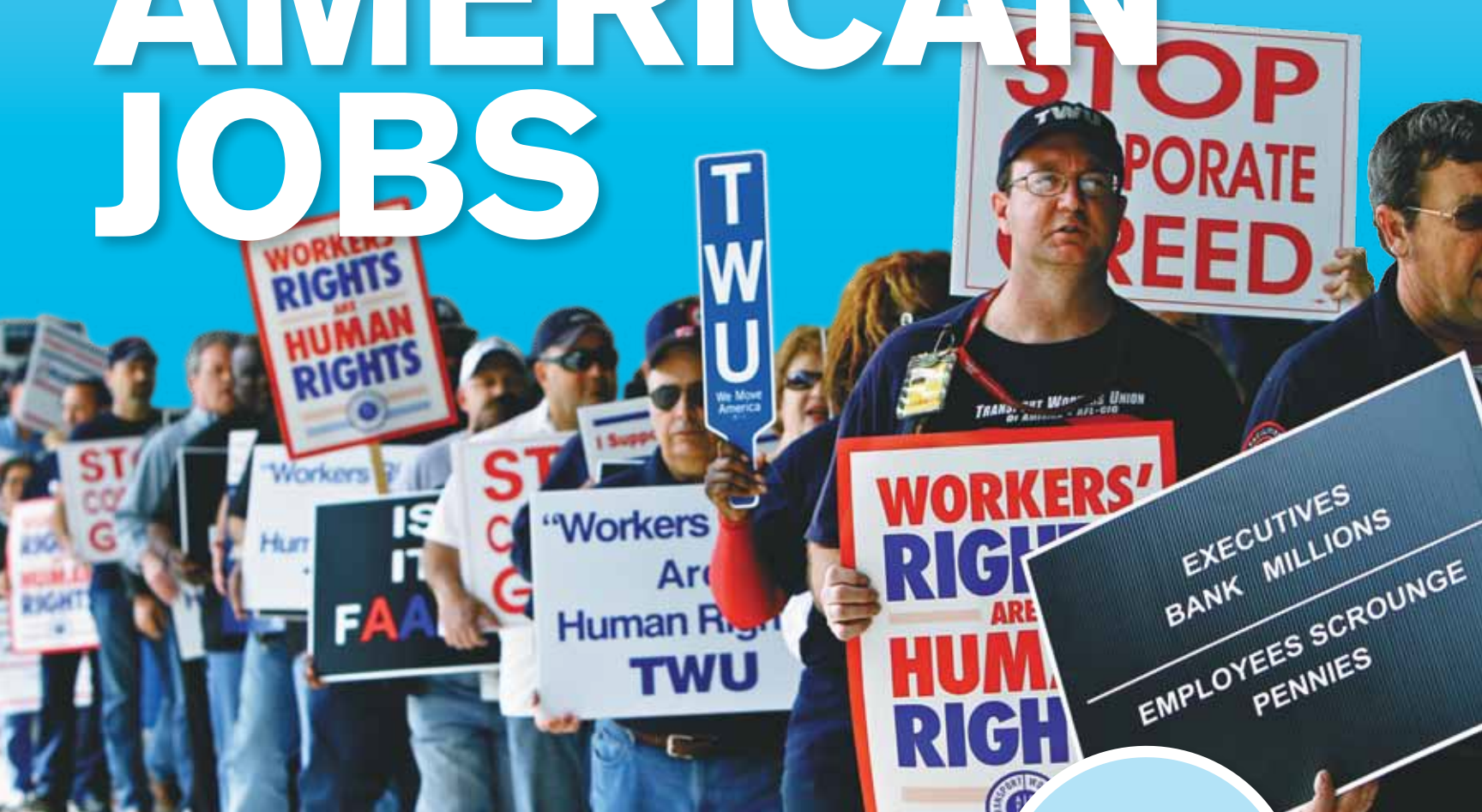
# Express

Spring 2012

Vol. 64 | No. 1

twu.org

# *I Support* **AMERICAN JOBS**



*Members give back in Detroit for MLK,  
Wisconsin Recalls Walker, TWU Members  
Lobby Against HR7*

TWU Members  
are **FIGHTING**  
**BACK** for  
Jobs and their  
Community!

# the fight **AHEAD**

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

When it comes to labor unions, there is no argument about the instrumental role they have played in America's working history from health and safety regulations, to a five-day 40-hour work week.

Sadly, many forget the struggles, the bloodshed and the lives lost to achieve the working rights we take for granted today. We must remember events such as the Haymarket Riot where people died as they rallied to support workers striking for an eight-hour day and the 1912 Bread and Roses strike in Lawrence, Mass. that ended with 23,000 men, women, and children on strike with as many as 20,000 on the picket line. It is events such as those that became defining moments for the American worker.

America's workers.

Executives see bankruptcy as a car wash that utilizes the legislative system to put the odds in their favor and shed labor agreements and the judicial system is more than willing to oblige. The United States could take a lesson from how European countries handle bankruptcy. In Germany, when a corporation files for bankruptcy, management is fired.

Despite what at times seems to be the odds stacked against us, we celebrated a major victory for TWU in March when we were able to fight back and freeze the pensions that thousands of TWU members had worked decades for. As we move forward in these proceedings, we must be smart and keep our options open. Members can stay on top of breaking news by



Rest assured, we won't sit idly by and allow these attacks on labor for the entertainment and benefit of the 1%. I've said it before, and I'll say it again, ***we are going to fight like hell for our members!***

I call attention to these events, as May is Labor History Month. A time to recognize the workers and the members of labor unions as well as the triumphs and struggles our past brothers and sisters endured to allow us to have the right to collectively bargain and have a voice in our places of work.

Today, we are still fighting. This past year labor has seen unprecedented attacks from Wisconsin to New York, from private to public sector. The American Airlines and American Eagle bankruptcy is just the latest in the war on

signing up for text message and email alerts at: [twubkfacts.org](http://twubkfacts.org).

Bankruptcy isn't the only attack we must stave off. Currently, in its ninth temporary extension since 2009, the GOP is blocking the legislation authorizing the nation's transportation programs. They refused to accept the two-year \$109 billion Senate reauthorization bill, a version that held strong bipartisan support and would maintain transit funding.

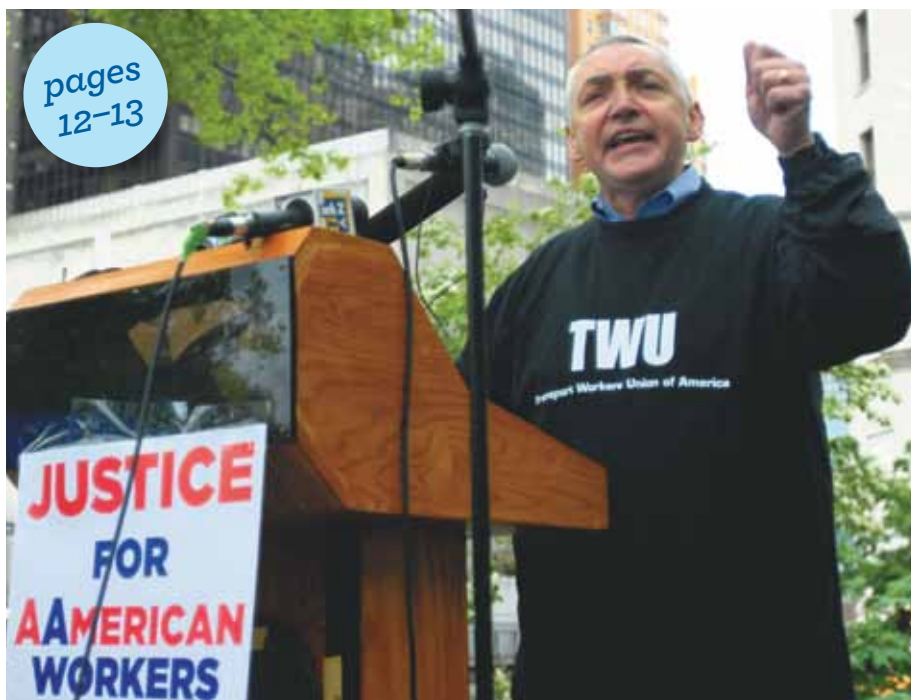
As I write this, House and Senate leaders have appointed members to a

surface transportation funding bill conference committee. Charged with creating a new transportation bill, the committee began its work on May 8th. The critical provisions in the Senate version will be used as the frame work for the committee. TWU will continue to work to ensure they continue to be included in the final bill.

TWU's pioneers coined the motto, "United-Invincible," and strongly believed that an organized, united front was the only way to win fair working conditions for themselves and for their members. At the same time, they fought for equality in the workplace, and spoke out against discrimination based on race, job title and ethnicity.

Rest assured, we won't sit idly by and allow these attacks on labor for the entertainment and benefit of the 1%. I've said it before, and I'll say it again, we are going to fight like hell for our members!

# I SUPPORT AMERICAN JOBS



2 | International  
President's Column

23 | International Secretary  
Treasurer's Column



Obama announces recess  
appointments, Gov. Walker recall,  
Local 234 Transit Safety Protest

5

Transit Women's  
Conference

6

Members Lobby  
against HR7

7

AFL-CIO  
Annual  
MLK Event

8

Hyundai  
Workers Win  
1st Contract



Text the words **TWU AMR** to  
**30644** to get mobile updates  
about AMR Bankruptcy

### LOOK FOR THE



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**

Published by the Transport Workers Union of America

501 3rd Street NW 9th Floor, Washington, DC 20001 Phone: (202) 719-3900 — ISSN 0039-8659

Annual subscription price \$2.00 per year.

Postmaster: Send address changes to TWU EXPRESS, 501 3rd Street NW 9th Floor, Washington, DC 20001





# TWU/CWA Alliance

The Transport Workers Union of America and the Communications Workers of America have voted to work together in a new affiliation. The executive boards of both unions unanimously endorsed the new partnership.

The two unions represent more than 120,000 airline workers and are joining forces to support bargaining and organizing at American Airlines and campaigns at other airlines.

In New York and Philadelphia, TWU members have been a big part of the fair contract fight by CWA and IBEW members at Verizon and Verizon Wireless. In the Midwest, where TWU represents transit workers and CWA represents university and public workers, there's a lot of common ground.

TWU International President James C. Little said, "the two unions share common values and principles that should intuitively benefit our members through working together." CWA President Larry Cohen said, "Partnerships like this are the only way we will make progress for workers."

Both Unions will work together in the following areas:

- Develop a closer relationship in order to maximize our efforts where we have common interests and issues.
- Facilitate joint efforts, both Domestic and Internationally in order to achieve specific goals and objectives.
- Develop coordinated and innovative Legislative and Political campaigns and corporate strategies.
- Evaluate areas of shared density for future growth and support with major emphasis on organizing.
- Create information sharing mechanisms including research, education, training, health & safety, communications, legal etc.

You can read the agreement letter signed by both TWU International President James C. Little and CWA International President Larry Cohen by visiting [www.twu.org/portals/o/pdfs/twu\\_cwa\\_letter\\_2-21-12.pdf](http://www.twu.org/portals/o/pdfs/twu_cwa_letter_2-21-12.pdf).

CWA represents 700,000 workers in telecommunications, media, airlines, manufacturing, public service, and health care.

## TRANSPORT WORKERS UNION OF AMERICA, AFL-CIO

**JAMES C. LITTLE** International President

**HARRY LOMBARDO**

Int'l Executive Vice President

**JOSEPH C. GORDON** Int'l Secretary-Treasurer

**GARY MASLANKA**

Int'l Administrative Vice President

**JEFFREY L. BROOKS**

Int'l Administrative Vice President

**JOHN M CONLEY**

Administrative Assistant to the Int'l President

**MICHAEL J. QUILL** Int'l President, 1934-1966

**SONNY HALL** Int'l President Emeritus

**MICHAEL O'BRIEN** Int'l President Emeritus

## INTERNATIONAL VICE PRESIDENTS 501 3RD ST. NW, WASHINGTON, DC 20001

John W. Bland

Charles Cerf

Garry Drummond

Steve Luis

Thom McDaniel

Marsha Spinowitz

Curtis Tate

James Whalen

## INTERNATIONAL DIRECTORS

**Jeffrey L. Brooks Sr.** Director of Transit, Utility, University and Services Division

**Sandra Burleson** Director of Human Rights and Women's Committee

**Joe Carbon** Director of Gaming Division

**John Donnelly**, Director of Strategic Resources Group

**Garry Drummond** Director of Air Transport Division

**Alex Garcia** Director COPE and Political Field

**Tonya Gordon** Managing Director of Organizational Development

**Harry Lombardo** Director of Legislative and Political Affairs

**Gary Maslanka** Director of Railroad Division

**Frank McCann** Director of Organizing

**David Moses** Director of Information Technology

**Jeff Rae** Director of New Media

**Ed Watt** Director of Health and Safety

# *transit women's* **CONFERENCE**

**H**osted by Transit Local Working Women's Committees 100 and 234, the TWU Transit, Utilities, Universities, and Rail Working Women's Committee held a conference "Leading, Preparing for Change, and Taking Action" on March 22-24 in New York to commemorate International Woman's Day.

Dedicated to supporting and encouraging women in the transportation field, the conference consisted of speakers and workshops on topics such as voter registration and voter suppression, becoming a union leader, and domestic violence and women's health. They also were given a tour of the World Trade Center Memorial after the end of the conference on Friday.

Keynote speaker for the conference Clayola Brown, National President of A. Phillip Randolph Institute, encouraged the women to become more involved in their unions and to become leaders within them. She also emphasized the importance that women help fight voter suppression and become support systems for each other.

U.S. Representative Yvette Clarke, of the 11th Congressional District of Brooklyn, spoke to the participants on the importance of women in the political movement, the need for women to run for political offices and the affects of the economy on women in the workplace.

Other speakers discussed women knowing their rights in the workplace and women having good financial health. TWU's Transit Working Women's Committee Chair and Local 291 Secretary Treasurer, Winneca Montgomery gave a presentation titled, "Many Women,

One Voice," which included a video and discussion on women and the AIDS epidemic in America.

TWU Transit Director Jeffrey L. Brooks, Sr., welcomed the sisters and brothers on opening night of the conference during a reception. He told the participants the International has and will always continue to support the Working Women's Committee's of TWU and looked forward to its continued growth in the future.

Also welcoming the women and participants to the conference was Local 100 President John Samulsen and Local 234 President John Johnson. They both reiterated their support for the women of TWU and encouraged them to be more involved in their unions.

Leadership awards were given to TWU TUUR Working Women's Committee



members by Local 100's Working Women's Committee. A special Trailblazer Award was given to retired Local 100 Secretary/Treasurer Julia McMillan and Marsha Spinowitz; President of Local 101 gave special recognition to Local 101 Secretary/Treasurer Josephine Arroyo on the anniversary of her victory over breast cancer. Margret Sadler, Assistant Chair of the Airline Division working women's committee and member of Local 555 was presented an award on her leadership of women in the airline division.

President Johnson announced that Local 234 will host the 2013 conference and International Women's Celebration.



# members lobby **AGAINST HR7**

Capitol Hill found itself flooded February 13-15, 2012 with TWU Rail and Transit members and their Fellow Union Amtrak UNITE HERE and TCU workers when they joined forces to have their voices heard against the American Energy and Infrastructure Jobs Act. The Act, referred to as the HR7 Bill, called for the elimination of all dedicated funding for public transportation and provide for the contracting-out of 2000 highly trained AMTRAK On-Board Service Workers.

TWU members and fellow Amtrak workers proudly wore their union logos and home state accessories as they entered House members' offices expressing what was at stake if HR7 were to pass.

"This is my career," said Amy Griffin TWU Local 1460 Vice President and an Amtrak On-Board Service Worker. "I've put my life into it."

Many, such as Griffin who spent the last 25 years of her life as an Amtrak On-Board Service Worker, shared similar personal stories and concerns about their respectable middle class jobs that would be eliminated by HR7 if passed.

On-Board Service Workers, just like Flight Attendants, are responsible for the safety of all passengers in an emergency and are highly trained in safety and security.

If eliminated, they faced replacement with less qualified food services workers that lacked training to carry out the critical safety functions needed in an emergency situation.

"This is such an important issue to fight for," said Brian Delucia, Local 2055 President. "I feel like if Congress can do this to this group, they can do it to anyone else."

Delucia was just one of the many who participated in the three days of lobbying as they were divided into teams

---

*"This is such an important issue to fight for. I feel like if Congress can do this to this group, they can do it to anyone else."*

---

covering as much ground as possible hitting over 240 offices urging a "NO" vote on HR7.

Rail and Transit Directors, Gary Maslanka and Jeffrey L. Brooks Sr., discussed with workers the detrimental effects HR7 would have if implemented.

"Your very own livelihood is at stake," said Brooks to a room full of Local 100 members lobbying on Wednesday.

HR7 successfully lost the momentum it needed to eliminate transportation funding and Feb. 23 as House Speaker Boehner announced the decision to revamp the bill and potentially remove the proposal to eliminate funding for public transit. Due in part to TWU Rail and Transit members blazing upon Capitol Hill and letting their representatives know that their careers matter and that the policies that have been proposed in HR7, The American Energy & Infrastructure Act, are harmful to working people, the middle class, and the economy. TWU made a difference!

TWU members will continue to have their voices heard loud and clear against HR7 and you can join us by calling 1-888-782-0323 and tell the operator you want to speak to your Representative by giving your zip code.

We need a surface transportation bill that creates good jobs now instead of eliminating them.



Amtrak workers with TWU Rail Division Director Gary Maslanka



# AFL-CIO annual MLK EVENT



In the 1950s, Dr. Martin Luther King Jr. catapulted a civil rights movement across America. Expressing his dreams for equality and economic justice for everyone through peaceful actions and standing alongside the labor movement for workers' rights.

On Jan 12-16, his dreams were echoed throughout a snowy Detroit as over 500 union members and activists joined together for the AFL-CIO annual Dr. Martin Luther King Jr. Holiday Observance.

The event was held in Detroit, a crossroads for the civil rights and labor movement and home to U.S. Rep. John Conyers (D-Mich.) He was the first to introduce legislation calling for a national holiday honoring Dr. King's birthday.

To honor Dr. King, AFL-CIO Executive Vice President Arlene Holt Baker spoke about Dr. King and reminded everyone that he knew, "a chief tool for freedom and progress for all people was collective action."

Collective action was discussed throughout the weekend as union members, work-

ers, and allies jointly turned down draconian legislation specifically crafted to eliminate workers' rights on the job.

The 5-day event was filled with workshops educating members on social media, education, the economic crisis and empowering panels, as well as community service projects.

"We talked the talk and walked the walk," said Cat Chacon of Local 556. "A very well presented Town Hall meeting updated us on the state of our shared struggle to hold on to, and in many cases fight to win back our basic human and workers' rights all across the country."

Leaders from all walks of life, such as local city council members, national/local labor leaders and even the unemployed and elected officials spoke about the injustices in Ohio, Wisconsin, Indiana, Alabama, and Michigan as well as national issues like the demand for jobs as they reflected on the legacy Dr. King left behind.

Secretary-Treasurer of the AFT AFL-CIO Executive Council, Lorretta Johnson,

spoke about Michigan's emergency manager law, a law allowing emergency managers to strip union contracts and take over the responsibilities of locally elected officials as well as selling city assets, such as the city hall at will. "Unions are standing tall against the emergency manager and educating communities to let them know what they were losing."

The event ended with a march through downtown Detroit and a call for everyone to return to their communities and continue Dr. King's legacy by fighting for his dreams.

"I feel inspired and renewed to work to ensure labor and union rights in anyway I can," said Andrew Novak of Local 171.

It is events like this that continue to educate and inform members about what is happening and to arm them with the know how and tools to continue the collective action that ALL working people need to defeat the attacks threatening their rights and allow them to live the dream Dr. King wanted.



# 234 Hyundai Rotem workers win 1<sup>ST</sup> CONTRACT



↑ Hyundai Rotem workers at the South Philadelphia railcar plant ratified a first contract by an 88% margin. The contract, negotiated by a team led by President John Johnson, Jr., establishes job security, a grievance procedure, and includes gains in wages and benefits.

**O**n December 10, Hyundai Rotem workers at the South Philadelphia railcar plant ratified a first contract by an 88 percent margin. The contract, negotiated by a team led by President John Johnson, Jr., established job security, a grievance procedure, and included gains in wages and benefits.

The contract came after a long struggle to establish the union and win respect for Hyundai workers. After winning their NLRB election in August 2010, the union had to overcome poor working conditions, worker frustration with bargaining delays and disrespectful treatment by management. The lack of drinking water in the summer heat prompted a walk out in June. In December 2010, just before Christmas, nice workers were fired without just cause. The union filed a case with the NLRB winning back their jobs with \$95,000 in full back pay.

The biggest obstacle to overcome in ratifying the contract was the peculiar employment structure at the plant. TTAP, a contractor in the mass transit and railcar business, supplied workers to Hyundai. Under the terms of the contracting agreement, Hyundai-Rotem workers would be laid off when the SEPTA contract to build Silverliner rail cars is completed in late 2010. Once completed, Hyundai could not rehire the workers for at least a year.

This was resolved by Hyundai-Rotem, paying over a million dollars to TTAP to gain the right to continue employing the existing workers. TTAP no longer will be in the collective bargaining picture at the plant.

Attorney Clay Newlin, who helped negotiate the contract, called this “a huge

victory.” Without it all the workers would have lost their jobs before the end of 2012.

Contract highlights are:

**JOB SECURITY:** Besides the resolution of the problem with TTAP, the contract requires the return of eight categories of work transferred to other employees and a clause that insures the union and the contract stay in place if the plant is moved within a 50-mile radius.

**WAGES:** Wages will be increased over the 3-year life of the contract by 13.3% to 16% with lowest paid workers getting the biggest increases. To compensate for the absence of past increases a ratification bonus of 3% of gross earnings in 2011 is included in the deal. Overtime for over 40 hours worked or paid for and shift differential pay round out the picture.

**HEALTH COVERAGE:** Premiums for company-supplied health insurance were cut substantially, more than halved for single coverage and cut by a third for full family coverage. Four paid sick days have been added and a safety committee created.

**VACATIONS AND PENSIONS:** An additional personal day and holiday, pay for up to 5 days of Jury duty, up to 5 days of additional vacation and a 401K pension plan with an employer match.

**DUE PROCESS AND DIGNITY:** A grievance procedure including arbitration, defined job classifications, a no discrimination clause, layoffs by seniority with an 18 month right of recall. Discipline can only be for just cause and with the record wiped clean after 18 months for routine offenses.

(For a more detailed summary and a before and after comparison visit the Local 234 website.)

Most workers at the ratification meeting saw the contract as a big step forward; citing the job security gains and the foundation for bringing improved wages and conditions as their grounds for support. Damar Jones, a mechanical engineer on the interior team, said, “We were on the bottom and it can only get better from this point on.” Darren Burke, who works on under floor wiring, added, “I’m good with it. I’ll have my job when the SEPTA contract runs out.”

A few workers voiced dissatisfaction with the wage gains. Negotiating Committee members all acknowledged that workers deserved more but pointed to the costs of the TTA buy out and the hostile climate for collective bargaining in today’s economy as limiting factors. Clay Newlin pointed out that the contract represented a 26 percent increase in overall compensation. “You show me any contract over the last few years that accomplished that,” he added. Angelique Long, a shop rep on the committee, was optimistic that with the contract in place, wages could be addressed in the next contract. “We’ll come together and continue to build on this,” she said.

After an open discussion and a question and answer session where all the members present had the opportunity to review the agreement and share their thoughts on it, both pro and con, they voted overwhelmingly in favor of the agreement.

At the end of the meeting workers eagerly lined up to get TWU 234 t-shirts. Rob Golden, who got a job at Hyundai Rotem in February after being unemployed for two and half years, expressed his satisfaction. “I’ve talked to a lot of people in other unions. They all say stick with the TWU.”

For a short video with highlights of the meeting go to the Local 234 website.

# Southwest and AirTran Flight Attendants **Approve Seniority Integration Agreements**

Airline acquisition moves ahead with job security for employees and a combined workforce to be represented by TWU

Flight attendants, members of TWU Local 556, at Southwest Airlines and Council 57 of the Association of Flight Attendants (AFA) have voted to approve a new agreement today that will allow the integration of seniority lists of the two workforces as Southwest moves ahead with its plans to merge AirTran into its operations.

A majority of employees in both work groups, voting separately, approved the agreement. Southwest flight attendants, represented by TWU Local 556, approved the agreement with 66 percent voting in favor. AirTran flight attendants, represented by Council 57 (AFA), voted with 94 percent in favor.

"This is great news for our flight attendants at both airlines and for the passengers who will fly on the new expanded Southwest Airlines," said Thom McDaniel, president of TWU Local 556. "At Southwest Airlines, we understand the value of working together and finding common solutions. This agreement with AFA is a great example of continuing that tradition as we move forward for the continued success of our company and the culture that we've built at Southwest."



"Our flight attendants are ready to put this important milestone behind us," said Alison Head, president of AFA Council 57. "Airline mergers are historically difficult, yet thousands of flight attendants at both airlines have once again shown that together we can continue to make history in this turbulent industry. Through this vote, AirTran and Southwest flight attendants have stated they are ready to move forward toward one exciting future."

Once Southwest fully absorbs AirTran, all flight attendants at the combined carrier will be represented by TWU Local 556 representing nearly 12,500 flight attendants.

The Transport Workers Union (TWU) represents more than 10,000 flight attendants at Southwest Airlines; AirTran Airways presently employs 2,000 flight attendants.

## WISCONSIN RECALL

Through an enormously successful grassroots movement Wisconsin's Governor Scott Walker will face a recall election on June 5 after 901,000 petition signatures were collected.

Ordered on March 30, after all signatures were verified, Walker will be the first governor in Wisconsin's history and third in the country, to face a recall after a 60-day campaign successfully collected more than enough signatures to do so.

Fueled by the people of Wisconsin and their outrage over Walker's attacks, the Wisconsin Democratic Party started the petition drive to recall Walker in Dec. 2011 to save Wisconsin from Walker's extreme agenda as well as sending a very clear message that people will fight for democracy.

TWU members along with thousands of others from Wisconsin and across the country, walked door-to-door in freezing cold temperatures collecting over 1 million signatures.

The recall stemmed from Walker's draconian actions shortly after he entered office as he started an attack on workers' rights by revealing a measure to eliminate collective bargaining for most public workers claiming it would help "balance" Wisconsin's budget.

In a blatant reversal from Walker's earlier statements, he later declared the bill was not related to the budget allowing Republicans in the Senate to pass the bill with no Democrats in attendance and avoid quorum requirements.

His attacks sparked a movement that created a massive demonstration in Madison, Wisc. As hundreds of thousands from across the nation joined the people in Wisconsin to stand in solidarity against Walker's attacks.

The Government Accountability Board (GAB) also ordered recalls against Republican Lt. Gov. Rebecca Kleefisch and four Republican senators: Scott Fitzgerald, Van Wanggaard, Terry Moulton, and Pam Galloway.



# STATE CONFERENCES *in the forefront*

by COPE  
and Political  
Field Director  
**Alex Garcia**

Over the past few months the TWU has gone through several changes. Despite these changes, I want to open with assuring you that the COPE and Legislative Departments will continue to serve you, the members, and the State Conferences we have organized.

TWU Int'l Executive Vice President Harry Lombardo has taken on the duties of Director of Legislative and Political Affairs and we have been working together ever since this change.

As we look forward to this year's 2012 General Election our State Conferences no doubt, will be the focus of TWU's grass roots efforts. In the near future, the State Conference members will be gearing up to make sure that the right candidates, those who are supporting labor and those who are attacking labor, will hear from us.

Working families continue to face attacks by state lawmakers and anti-worker special interest groups, such as ALEC, on their livelihoods, voting rights, and ability to collectively bargain for a middle-class life. Our voices must be heard loud and clear if we are going to make a difference this election year.

The ten State Conferences, involving 14 states, including Florida, Texas, Georgia/Tennessee, Nevada/Arizona, California, New Jersey, New York, Illinois/Indiana, Pennsylvania, Ohio/Michigan will be called upon more so than ever to take on our grass roots and lobbying efforts, recruit volunteers, work with coalitions and host COPE drives to make sure we are prepared for this election.

The political involvement that the TWU State Conferences have generated has been a great. We have seen much success in our Locals efforts to coordinate their political activities within each state. We all know that Politics and Legislation are central to our lives as workers; therefore the people we elect are key to our livelihood.

The *Citizens United v Federal Election Commission* decision in 2010 has seriously changed the effect that contributions can have on the 2012 election. Now is the time for you to reach out to your Local, TWU State Conference, or COPE department with any questions or concerns that you may have and to express your desire and intention to participate as a volunteer. I cannot stress this enough, NOW is the time to mobilize.

---

***Our voices must be  
heard loud and clear  
if we are going to  
make a difference this  
election year.***

---

A recent USA Today analysis of new campaign finance data identified five states with concentrated SUPER Political Action Committee (PAC) contributions. Texas, ranked number one, was followed by, Nevada, California, the District of Columbia, and New York. What is interesting is that individually a small percentage of contributors that live in these states are the reason for this concentration of wealth in the super PACS



they donate to. In Nevada for example, \$27.6 million dollars has been contributed to super PACs with \$25 million coming from a single contributor, Las Vegas Corporation CEO, Sheldon Adelson.

The securities and investment organizations have donated \$31 million to their Super PACs making them the number one sector of political action committee contributors. Just as concerning, and far more disturbing than sector contributions, three wealthy Individual contributors in Las Vegas, Dallas, and Houston, combined, have contributed more than 30% of total SUPER PAC contributions for the 2012 election.

By Contrast, Ohio, Pennsylvania, and North Carolina, serious battle ground states, account for less than 2% of total super PAC donations.

I strongly urge all of you to give as generously as you can to COPE, volunteer to your state conferences, and reach out to the COPE department for issues and questions this election year. As we saw in Wisconsin and Ohio, we can fight and win.

# *I support* **AMERICAN JOBS**

For over 60 years, American Airlines has been a major employer in communities across America, providing good paying jobs for TWU members while sustaining local economies. Thousands of dedicated workers raised families and enjoyed a middle class life as a result of these jobs.

But now, across the country, TWU members, allies and elected leaders have joined together to take a stand against AMR's devastating bankruptcy through the TWU member launched website, [isupportamericanjobs.com](http://isupportamericanjobs.com), in an attempt to raise public awareness of AMR's devastating bankruptcy.

Over 18,000 people have signed on to support American Jobs at American Airlines and those with related jobs in the community.

An aspect of the pledge, which has been echoed across the country, is to tell public officials, the news media,

and community leaders that employees at American Airlines and American Eagle, as well as all the workers dependent on these airlines, must be treated fairly. No attacks on pension funds and no outsourcing of good-paying American jobs.

TWU members and community members have united and shared their reactions about the bankruptcy and how it affects their future.

TWU members in Miami mobilized and prepared members for potential unemployment. The nearly 400, mostly union employees, gathered outside DFW on Valentine's Day in a show of support for all

AMR employees followed by a nationwide protest on Feb. 29th. As the proceedings continue, numerous locals and allies will continue to stand up to AMR.

*To pledge your support visit  
[isupportamericanjobs.com](http://isupportamericanjobs.com)*



## **VALENTINE'S DAY**

On Valentine's Day, almost 400 mostly union employees gathered outside DFW International Airport's Terminal D in a show of support for all AMR employees.



They came to protest the devastating effects of the AMR bankruptcy.

The Association of Professional Flight Attendants organized the protest and invited the Transport Workers Union to co-host along with community labor leaders from the metroplex. Retirees and active members from many labor unions joined the protest, representing members of the Association of Flight Attendants, Communications Workers of America and TWU members from several locals at Southwest Airlines joined in, as did the Tarrant County Central Labor Council.

To join the protest, TWU Local 514 from Tulsa drove a rented van full of members to DFW Airport.

John Patrick, Secretary-Treasurer of the Texas AFL-CIO marched along side some of his old friends and retirees from the United Auto Workers and the Teamsters Union. The Mid-Cities Democrats from Bedford, Texas came out in support of labors fight against AMR, as did the United Food and Commercial Workers Union.





# I SUPPORT **AMERICAN JOBS**



On April 23, flight attendants, fleet service workers and mechanics at American Airlines gathered under cloudy skies in New York's Battery Park to voice their personal opposition to American Airlines' (AMR) abhorrent request in bankruptcy court that seeks to abrogate their collective bargaining agreements.



**A**s nearly a thousand brothers and sisters from TWU and APFA stood in solidarity. TWU Int'l President James C. Little took to the mic to criticize AA's management teams for its mismanagement and for not taking care of those who make an airline successful—its people.

"This isn't a bankruptcy, this is a crime scene," said Little. "There should be tape around this building [bankruptcy court]. There should be tape around headquarters at American Airlines. Nine years ago we gave them a checkbook, we gave them money to reorganize, we saved their company and we saved ourselves. And they brought us into this bankruptcy process."

Little also spoke about how he believes that TWU, APFA and APA stand a better chance with a possible merger with U.S. Airways because its management team agreed to save thousands of jobs at the three represented work groups. Their business plan would keep TWU members skill level premiums and pay grades intact, rather than have employees downgrade to lower paying classifications. And, many of the cities American Airlines wants to close, U.S. Airways wants to keep open for the potential growth opportunities in many of those locations. Little explained that the TWU will always look at all the alternatives that could benefit the members.

APFA President Laura Glading was also present and spoke about the struggles endured by American Airlines employees over the last 12 years, specifically about the tragedy that took place just a few blocks

*This isn't a bankruptcy, this is a crime scene. There should be tape around this building. There should be tape around headquarters at American Airlines. Nine years ago we gave them a checkbook, we gave them money to reorganize, we saved their company and we saved ourselves. And they brought us into this bankruptcy process.*

— INTL' PRESIDENT JAMES C. LITTLE

away on September 11, 2001.

"We worked hard to overcome that devastating day, we gave our hearts and souls to save this company from bankruptcy in 2003," said Glading. "We sacrificed so much to save this company. Years of greed have caught up with AMR and brought us all to this point."

Union employees are angry as hell over management's squandered costs savings given to them over eight years ago. The savings amount to almost \$7 billion today. Now in bankruptcy, their pensions, medical coverage, contractual rights and thousands of good paying jobs are at the mercy of the courts. Over the years, employees could do nothing but watch as AMR executives arrogantly rewarded themselves with bonuses even when the company was unprofitable. But on this day they came out in force and sent a message to CEO Tom Horton and the others.

As they left Battery Park headed for the federal courthouse, chants began, "Enough is enough," while whistles blew

loudly, and hundreds of members carried signs while American flags flew proudly as they crossed Manhattan city streets.

The protest continued in front of federal bankruptcy court for more than an hour. Where members voiced their outrage over the very anti-worker unfair bankruptcy laws the judge is following. These harsh laws basically give the judge one decision—whether or not to terminate and eliminate the labor contracts. The section 1113 legal process, which more times than not results in a favorable ruling for corporations, started at 10 a.m. Eastern at the court on the 7th floor in lower Manhattan. The trial is expected to last until early June, with the judge making his ruling by June 6th.

The Association of Professional Flight Attendants (APFA) and Transport Workers Union partnered to plan the successful rally and protest. TWU Local 100, based in New York City, was instrumental in securing police permits for the event.



# help TWU keep **AMERICAN JOBS IN AMERICA**

When someone thinks of “bankruptcy” a vision of individuals unable to pay every day bills because of job loss or crushing school and medical costs often comes to mind. But there is another side to this process that is simply shameful: multi-billion dollar corporations using bankruptcy to walk away from promises made to their workers.

That is exactly what is going on at American Airlines, which entered bankruptcy late last year with more than \$4 billion in cash. If I had \$4 billion, I wouldn't be looking to shirk my responsibilities. But in the airline industry that seems to be the norm.

*But after years of working with management to turn around the company in the years following the industry's financial collapse that followed 9/11, all of this is on the verge of collapse.*

Airline after airline has used the bankruptcy court as the preferred path to slash jobs, cut pensions and shed collective bargaining obligations. American employs more than 24,000 members of the Transport Workers Union (TWU) and it is their struggles that lie at the center of this airline bankruptcy.

Part of American's agenda, with the help of perverted bankruptcy laws, is a



maintenance jobs overseas. The eyes of our nation and our movement are on American management.

Today, more than 70 percent of these repairs are outsourced by airlines putting good jobs and the highest air safety standards at risk. As a result, thousands of good jobs are threatened at American as the TWU fights to keep these jobs in America. This entire profession, in fact, is threatened as the airlines scour the globe for cheaper labor and regulatory compliance costs. You might call this NAFTA in the skies.

The story about American and its mechanics must be told. These workers helped to build the world's gold standard in aircraft maintenance right here in America. That is why airlines and nations around the world have always recognized this workforce for its skills and experience. That is why, when the outsourcing binge was taking hold industry-wide, TWU developed with management an “in-sourcing” plan that actually brought more repair work in-house through an innovative plan developed and

executed by and for TWU members.

But after years of working with management to turn around the company in the years following the industry's financial collapse that followed 9/11, all of this is on the verge of collapse.

As TWU International President Jim Little says, “AMR's draconian plan to off-shore maintenance and outsource other jobs is bad for American and bad for America and must be challenged.”

We agree with brother Little which is why our Executive Committee, comprised of 32 union leaders, has pledged its support to TWU in its fight for the future of thousands of workers at American who see their jobs and livelihoods threatened.

Let's stand with TWU members and make their struggle ours. You can pledge your support to keep American jobs at American Airlines at this new link from [twu.org](http://twu.org).

—Edward Wytkind

President, Transportation Trades Department,  
AFL-CIO.



# LOCAL 100 *Lobby Day*

Over 40 bus loads of TWU Local 100 members and transit activists packed the halls in Albany, NY on March 27 for TWU Local 100 Lobby Day.

Local 100 members walked the halls and spoke with legislators to press the urgency that transit workers deserve a good contract. Those legislators also addressed the members who packed Hart Theatre. They also believe zeroes are not enough to compensate transit workers in their new contract.

"Asking you to take zeroes is tantamount to asking you to take a pay cut," said Carl Heastie (D-Bronx). "You guys aren't the reason why we had a recession. This was not your fault, so we stand with you to get a fair contract."

Influential legislators addressed a full Hart Theatre on TWU Lobby Day, saying that they believe. Republican Marty Golden, who was a co-sponsor of last year's MTA Lock Box bill, drew loud applause when he said that, "Three

zeroes doesn't really work well, especially if you live in the New York City area... There's a different cost of living between upstate and downstate." Golden wasn't the only one—half a dozen important public officials lent specific support to a better contract for TWU Local 100 including Kings County Democratic leader Vito Lopez and Assemblymen Peter Abbate, Carl Heastie, and Hakeem Jeffries.

TWU Local 100 President John Samuelson told close to 2,000 transit workers, advocates, and members of the MTA Labor Coalition in the Hart Theatre that numbers are important.

"When we come up here it has a very real impact on our ability to protect our livelihoods," he said. He added that pressure from Local 100 and the members of the MTA Labor Coalition had been instrumental in keeping transit funding from being raided in the budget process, and that Local 100's strong mobilization and work by our political action team should be credited with saving the 25/55

pension for new hires.

"During past lobby days we were here to support particular pieces of legislation," said Samuelson. "We do have legislative priorities, but our main priority today is to deliver the message to the Governor and Legislature that it is simply unacceptable for Local 100 members to accept the three zeroes."

The MTA is a state-created authority, with the Governor appointing the largest number of voting board members.

The audience left the Theatre in high spirits, rallying outside in an impressive march that headed into the park opposite the old capital building where Governor Cuomo has his offices.

President John Samuelson, accompanied by labor leaders from the MTA Coalition and the TWU State Conference, went inside to deliver the Union's "MTA Can Pay" literature to the Governor's office.



# 1<sup>st</sup> national transit workers ASSAULT CONFERENCE



On May 10, the seats of New York City Technical College's Kiltgord auditorium were filled with a coalition of transit workers looking for an end to assaults on themselves and their coworkers and the riding public.

TWU and ATU locals gathered from around the country some from as far as Minneapolis to hear TWU International President Jim Little and ATU International President Larry Hanley address the assembly and to discuss solutions to the assaults that have plagued their members for decades.

The conference was sponsored by Local 100 President John Samuelsen and MTA Chairman Joe Lhota. Both gave opening speeches that declared their dedication to reducing assaults on transit workers until there are zero assaults.

TWU International President Jim Little noted the importance of approaching the assaults as we approach any other hazards

in the workplace. They should be identified and eliminated. Where management will cooperate, he urged them to not approach the assault problem as a string of isolated random events. "Treat this problem with the same enthusiasm as you treat absenteeism, accidents, and workers compensation and you will have success."

Among the goals and strategies laid out, he pledged to help the locals in a media campaign that will continue until the assaults stop.

He spoke about bringing together the leaders and workers in the locals as the key to dealing with these assaults on a local level while the Internationals could bring results on the national stage.

---

"Treat this problem with the same enthusiasm as you treat absenteeism, accidents, and workers compensation and you will have success."

---

It was fitting that the conference was held in Brooklyn, as two duty bus operators have been murdered there in the last three decades. Also, it is Brooklyn District Attorney Charles Hynes that has led the way with a special Assault on Transit Workers Program since 2007. All five New York City District Attorneys appeared to speak about the assaults, answer questions, and to relay their perspectives.

John Johnson Jr, President of TWU 234 closed the conference with an emotional and fitting speech that left the audience hopeful that the assaults would now get the attention they deserved.



# TWU Local 250-A MUNI Transit Operators File Legal Challenge to Undo Imposed Contract



TWU Local 250-A filed a petition on Feb. 23 in the California Superior Court to have last year's arbitrator's decision, which imposed a contract on Muni Operators, overturned.

The filing is against the numerous violations of law and procedure, such as how the makeup of the Mediation/Arbitration Board violated provisions of the city charter, proper notice of the arbitration proceeding to the members of 250-A was not given, and how the Board failed to conduct evidentiary hearings.

*"When an arbitration board along with the SFMTA's managers fail to follow Prop G guidelines, a bad law becomes even worse."*

"After we took office, it became apparent to union leaders and our lawyers that SFMTA's Board didn't follow the rules established by Prop G," said Eric Williams, Local 250-A's President. "The

Arbitrator and the Agency violated the city charter. Furthermore, management doesn't even have a signed labor agreement. Our lawyers believe we have a strong case for overturning the June ruling and we're going to pursue it."

Last year's labor negotiations between the San Francisco Municipal Transit Authority (SFMTA) and TWU were the first under guidelines established by Proposition G, a ballot measure that changed the collective bargaining rules for SFMTA and its transit operators. Proposition G was approved by voters in Nov. 2010.

"Prop G was a poorly written law that likely conflicts with state labor statutes," said Ronald Austin, Local 250-A's Vice-President. "We want to see last year's arbitration overturned by the courts now and Prop G reversed later."

The local's attorney, Ken Absalom said Prop G is a bad law.

"When an arbitration board along with the SFMTA's managers fail to follow Prop G guidelines, a bad law becomes even worse."

The union's lawyers expect a decision by the court within 60 days.

A hearing before the State of California's Public Employment Relations Board (PERB) will be held later this year.

A copy of the union's legal petition can be found at the Local 250-A website at: [www.twusf.org](http://www.twusf.org).

## OBAMA ANNOUNCES RECESS APPOINTMENTS

On Jan. 4, President Obama announced the recess appointment of three individuals to the National Labor Relations Board (NLRB).

The individuals, Sharon Block, Deputy Assistant Secretary for Congressional Affairs at the U.S. Department of Labor; Terence F. Flynn, currently detailed to serve as Chief Counsel to NLRB Board Member Brian Hayes; and Richard Griffin, General Counsel for International Union of Operating Engineers (IUOE) will fill the vacant positions bringing the total members to five. The previous two-member board was unable to carry out its duties as stated in a 2010 Supreme Court decision ruling a two-member board "lacks a quorum and cannot exercise its full authority in a number of critical areas."

"The American people deserve to have qualified public servants fighting for them every day— whether it is to enforce new consumer protections or uphold the rights of working Americans," said Obama. "We can't wait to act to strengthen the economy and restore security for our middle class and those trying to get in it, and that's why I am proud to appoint these fine individuals to get to work for the American people."

The President also appointed Richard Cordray as the Director at Consumer Financial Protection Bureau, who will work to ensure people are protected against financial corporations and to take action against those corporations who take advantage of consumers. The filling of this director position, vacant since 2010, positions the agency to now move ahead and fulfill its objectives.

The appointments, each fully qualified, were made after months of Senate Republicans saying they would not confirm any nominees, which prevented each agency from operating and defending workers' rights.

As Republicans and corporations continue to take advantage of consumers and attack the NLRB, they display zero concern for workers' rights or the concerns for the losses consumers can face. It is crucial these agencies are up and running so they can fight for and represent workers and consumers who are taken advantage of while ensuring violators face the consequences they are due.

## 2012 SELMA TO MONTGOMERY MARCH

“Together We Are One”

Thousands of activists, politicians students and labor unionists recreated the steps of the historical 1965 march from Selma to Montgomery Alabama. The march began on March 4 and ended on March 9 at the Alabama capitol.

The march not only commemorated the past but brought attention to the present day injustices, the Republican-led attack in Alabama, and around the country on voting rights and immigrants’ rights.

At the beginning of the march the majority of the marchers were union members and civil rights activist. Members of the Alabama immigrant community joined in along the way. House Bill 56, the cruelest immigration law in the nation and a bill that is bringing havoc on the Alabama economy, was the biggest dagger of the march.

“Together we are one, together we will make change,” stated AFL-CIO Executive Vice-President, Arlene Holt-Baker. Holt-Baker march-ed the entire route from Selma to Montgomery.

TWU Transit Local’s 100 and 208, along with TWU ATD 514 participated in the march and the ending rally.



## LOCAL 513 STEWARD TRAINING

## LOCAL 252 Veolia Contract Signing ➔

*Fixed Routes and Para Transit President Patricia Bowden, CEO of Veolia Transportation Mike Setzer, International Representative Jerome Lafragola, Vice President Chris Gavin.*



## LOCAL 556 Swearing In



**Back Row (L to R):** Rob Riddell; Stacy Martin; Jerry Lindemann; Stacey Vavakas; Valerie Jean Boy; Tina Coffee; Jannah Dalak; John DiPippa; Addie Crisp; Garry Drummon – ATD Director

**Front Row (L to R):** Dawn Wann; Chris Click; James C. Little – TWU Int’l Pres; Jimmy West; Matt Hettich

## LOCAL 512 SWEARING IN

**LOCAL 512 OFFICERS AND TWU INTERNATIONAL OFFICERS: Seated:**

Recording Secretary Paul Hildmann; 1st VP Chris Biancalana; President Sean Doyle; 2nd VP Tim Murphy; Secretary-Treasurer Kevin Hagn. **Standing:** TWU ATD

Director Garry Drummond, Executive Board Members Rick Friedman, Terry Boyle, Bobby Brun and Trevor Chalcraft, TWU ATD Deputy Director Bobby Gless.





## DFW ACTIVISTS VOLUNTEER FOR HABITAT FOR HUMANITY

Over the weekend of May 5 four women from the TWU Air Transport Division Working Women's Committee volunteered their time off to pitch in and help other neighborhood activists with Habitat for Humanity by building a home in New Braunfels, Texas.

One of the volunteers, Margaret Sadler, had done research several months ago to find a Habitat for Humanity's project. She made an announcement at the February ATD WWC meeting in Hurst, inviting all who wanted to join, to please register online. At the meeting, Traci Gosda, Diana Thomas and Angi Tucker decided they would all like to help. All of the women are from the Dallas area but were ready—road trip! Here we come.

It's a five hour drive to New Braunfels, which is in central Texas, so the group decided to drive down the day before and be fully rested and ready to go the next morning.

The "working women" joined a host of other volunteers to clean and paint baseboards and all the home's exterior

walls. The volunteers also laid tiled floors, picked up trash and performed general clean up chores around the home. The women put in a full day doing things that they don't often get to do, but the most important part was that they got to give back to someone they didn't even know.

"What a phenomenal experience this was; building a house for a family in need, meeting new wonderful people, hanging with my union sisters and giving back to a community," Tucker said.

After the work was done, the TWU working women had all decided they would volunteer for more Habitat projects back in their local communities and urge others to help by donating their time or resources for those in need.

Habitat for Humanity is a nationwide non-profit organization known for helping needy families. Habitat asks for volunteers from many organizations to come together, donate materials, raise funds and collectively build new homes, and even remodel some with upgrades for the disabled.

## MTA = MONEY THROWN AWAY

Most of New York knows the MTA as the Metropolitan Transportation Authority. However, it is also known for how it's operated.

MTA = Money Thrown Away, [mtamoneythrowaway.com](http://mtamoneythrowaway.com), is a site created by TWU Local 100 to show that it is not the wages and benefits that the Transit workers receive that are affecting MTA's budget, but the money thrown away by the MTA—money that could be used to restore service, keep fares low, and provide decent wages.

From the \$63 million each year the MTA pays for its office building to numerous other expenses, the website is constantly updated with different issues. Each issue will show how millions in tax dollars have been, and continue to be, wasted, according to the site. In many instances we will offer common sense solutions, which, if implemented, will save the MTA, and YOU the TAXPAYER, billions of dollars.

The site also strongly encourages the public to write in to comment on the issues present and to express their own issues, as this is done to ensure confidentiality and protects the people that write in.

YOU CAN FIND OUT MORE AT:

[www.mtamoneythrowaway.com](http://www.mtamoneythrowaway.com)



# *TWU fights back against* **ATTACKS ON TRANSIT WORKERS**

**W**hat do we want? Safe buses. When do we want it? Now!" "We'll be back, we'll be back!"

Those were the chants of Local 234 members, the riding public, elected officials and victims of transit violence as Local 234 continued its campaign to demand justice for victims of transit violence in front of SEPTA headquarters on April 26th.

Supported by victims, local and state elected officials, TWU Local 100 members and other union members, 234's President, John Johnson Jr., addressed the crowd.

"Why are we here today?" said Johnson. "To stop the violence, not just for operators but for the riding public as well."

The demand for justice comes after another attack on a bus operator occurred on March 17th when the operator was dragged from his bus and assaulted leaving him with a broken nose and other facial injuries.

"Not an isolated incident, but an epidemic." "We and you have the right to come in one way and go out the same way, everyday," said TWU Transit Director Jeffrey L. Brooks, Sr.

The Local has called for three specific actions to make a difference for its area:

- Create a squad drawn from City and SEPTA police to patrol buses on high crime routes and loops.
- Ensure that emergency response buttons are in working order at all times and, when activated, get an immediate response.

• SEPTA to join the TWU Local 234 Operator and Public Safety Task Force with the power to investigate the issue and make recommendations to SEPTA's Board of Trustees concerning violence on public transportation.

Along with the three specific actions, the campaign also includes coordinating with organizations by presenting recommendations to senior SEPTA managers, the board and the Philadelphia Mayor Nutter. Local 234 will also build a coalition by bringing in victims of transit violence and those who can help fight against it. Lastly, they urge Penn. Legislature to pass SB 236, which would place transit workers in the same protected class as police and fire fighters.

"We need to get together," said Pennsylvania Sen. Christine M. Tartaglione who demanded the bill be passed. "We need to shout, scream and holler in Harrisburg to make sure you can go home at night"

TWU Local 234 formed the Operator and Public Safety Task Force in September 2011 due to the increase of assaults that more than doubled from 2010. The Task Force members are operators who were victims of assaults and are committed to improving safety on public transportation.

The local will continue to have their voices heard about the demand for safe public transit for operators and the riding public through numerous actions and events.

However, this recent attack is not just a local issue, but also a national one that continues to be under reported.

According to a recent study named Transit Cooperative Research Program Practices to Protect Bus Operators from Passenger Assault, sponsored by the Federal Transit Administration, transit workers are at a higher risk for violence than are workers in numerous other fields.

---

*"Why are we here today? To stop the violence, not just for operators but for the riding public as well."*

— JOHN JOHNSON, JR.

---

TWU Health and Safety Director Ed Watt has been working closely with ATU and others to bring more attention to the issue and recommendations to prevent the attacks.

"Assaults on transit workers are reaching epidemic proportions," said Watt. "It is as widespread and pervasive as any hazard or other dilemma faced by any transit agency. As a national problem, it cries out for national attention and industry wide solutions."

Local 234 recognizes that this problem won't be solved overnight and is committed to going where ever, whenever they have to fight for safety for not only it's members but for all who need to get around the region without fear of assault on a transit vehicles.

**Since May 2009**, The COPE Political Field has been traveling across the country holding TWU State Conferences. These conferences not only function to bring members and elected officials together, they also bring members within a geographical area together, regardless of division, to find common goals and to educate each other on local, state and national politics. This year, the State Conferences will be called on more than ever to prepare for this year's election.



### NEVADA Conference

*The Nevada-Arizona State Conference meeting on January 18th in Las Vegas. John Ocegüera, candidate for U.S. Congress and Bryan Orozco, 556, who is the Asst. Director of the Nevada-Arizona State Conference and is running for State Assembly in Nevada.*

### NEW YORK STATE Conference

*NYC councilperson Liz Crowley (center) who's running for congress from New York.*



### TEXAS Conference

*Texas State Conference meeting in Austin Texas on January 28th. The candidate is Paul Sadler, candidate for U.S. Senate from Texas. Paul Sadler received the endorsement of the Texas AFL-CIO.*



### ILLINOIS Conference

*TWU Illinois-Indiana State Conference where two candidates spoke, Tammy Duckworth (running for the 8th Congressional District IL) and Brad Schneider (running for the 10th Congressional District).*

**Seated:** Joycelynn Ely (571), Gwen Dunivent (556), Tammy Duckworth (candidate), Juan Cordova (555); **Standing:** Calvin Wright (571), Brad Schneider (candidate), Lee Clark (571), Donna Keith (556), Dan Cantrell, Troy Lamont (555), Ted Berkshire (2053), Mike Brennan (512). **Not pictured:** Sean Spence (572).



## CWA/TWU ACTIVIST TRAINING

CWA hosted a 2012 political activist training from May 3rd to May 5th at the prestige Maritime institute campus in Linthicum Heights, Maryland. Present were TWU Assistant State Conference Directors from across the country. A presentation of the occupy movement video "The Heist," set the tone for the political work that is needed to get labor friendly candidates elected this November.

Strategic election targets, money in politics, and political action funds were among the strategic pillars identified as playing a vital outcome in the 2012 elections. Exercises designed to get members motivated to participate in getting out the vote were delivered to assist the Locals in those states whose votes will decide the outcome of the presidential election as well as skill building exercises on educating members, and bringing awareness to the importance of COPE contributions.

The training ended with participants realizing that while anti-labor groups can and will out spend us on everything, they do not have the labor resources that unions have at their disposal to get their message out.

## 99% MUST SUCCEED

In March, TWU Int'l President James C. Little attended the annual AFL-CIO Executive Council meeting in Florida. The meeting brought together union leaders from across the country and served as a catalyst to address many of the challenges we face as workers in the middle class today. Most importantly, it created the opportunity to adopt numerous policy statements needed to affect positive change. Among the topics discussed, "Reaffirming our Commitment to Workers' Rights," "Restoring Democracy," and "Fixing What is Wrong with our Economy" speaks to the fundamental requirements for the 99% to succeed.

We encourage you all to take the time to read the statements below online and share them with your family, friends, coworkers, and community leaders.

### FIXING WHAT IS WRONG WITH OUR ECONOMY

How to build an economic program that maximizes the competitiveness and prosperity of the human beings who live and work in America instead of maximizing the competitiveness and profitability of corporations that maintain headquarter on U.S. territory.

**Read More:** [www.twu.org/emaildocs/Fixing\\_What\\_is%20Wrong\\_with\\_the\\_Economy.pdf](http://www.twu.org/emaildocs/Fixing_What_is%20Wrong_with_the_Economy.pdf)

### RESTORING OUR DEMOCRACY

Support the overturning of "Citizens United," a Supreme Court ruling allowing unlimited independent campaign spending by business corporations and other groups and calling for immediate action to end the dominance of our political system by corporations.

**Read More:** [www.twu.org/emaildocs/Restoring\\_our\\_Democracy.pdf](http://www.twu.org/emaildocs/Restoring_our_Democracy.pdf)

### ORGANIZING AND GROWTH

Stresses the importance of collective bargaining and eliminating the intolerable obstacles workers must face to form a union.

**Read More:** [www.twu.org/emaildocs/Organizing\\_and\\_Growth.pdf](http://www.twu.org/emaildocs/Organizing_and_Growth.pdf)

[www.aflcio.org/About/Exec-Council/EC-Statements](http://www.aflcio.org/About/Exec-Council/EC-Statements)

## Union Leaders Pursue Best Path to Restore **American Airlines** to Preeminence

On behalf of nearly 55,000 American Airlines front-line employees—including the 17,000 members of the Association of Professional Flight Attendants, the 10,000 members of the Allied Pilots Association and the 26,000 members of the Transport Workers Union—we are pleased to confirm our support of a possible merger between our airline and US Airways. We have reached agreements on terms sheets for collective bargaining agreements that would govern the American Airlines employees of the merged airline with US Airways.

This significant step represents our shared recognition that a merger between American Airlines and US Airways is the best strategy and fastest option to complete the restructuring of American Airlines, enabling it to exit the Chapter 11 bankruptcy process and restore American Airlines to a preeminent position in the airline industry.

As envisioned, a merger of US Airways and American Airlines provides the best path for all constituencies, including employees of both American Airlines and

US Airways. The contemplated merger would be based on growth, preserve at least 6,200 American Airlines jobs that would be furloughed under the company's stand-alone strategy, and provide employees of both American and US Airways with competitive, industry-standard compensation and benefits. Over the long term, the combined new airline would support greater job security and advancement opportunities for both American Airlines' and US Airways' employees that are far superior to those available to employees at either airline on a stand-alone basis. Importantly, by avoiding a lengthy and contentious 1113 process, the new carrier would be able to emerge from bankruptcy more quickly.

A merger would create a foundation to establish American Airlines as a vigorous competitor of the two larger network carriers and the industry at large. Customers of both airlines and air travelers in general will benefit greatly from a viable third network carrier and significantly enhanced travel choices. ✍️



**Allied Pilots Association** Founded in 1963, the Allied Pilots Association—the largest independent pilot union in the United States—is headquartered in Fort Worth, Texas. APA represents the 10,000 pilots of American Airlines, including 649 pilots not yet offered recall from furlough. The furloughs began shortly after the Sept. 11, 2001 attacks. Also, several hundred American Airlines pilots are on full-time military leave of absence serving in the armed forces. The union's Web site address is [www.alliedpilots.org](http://www.alliedpilots.org). American Airlines is the nation's largest international passenger carrier and fifth-largest cargo carrier.

**Association of Professional Flight Attendants** Founded in 1977, the Association of Professional Flight Attendants (APFA) is the largest independent Flight Attendant union in the nation. It represents 17,000 Flight Attendants at American Airlines. APFA Members live in almost every state of the nation and serve millions of Americans as they travel the nation and the world. In 2003, APFA played a major role in keeping American Airlines solvent and out of bankruptcy by giving back an employee bailout of \$340 million in annual salary and benefits, for a total of over \$2 billion and counting. APFA had been in negotiations with American for almost four years when the carrier filed for chapter 11-bankruptcy protection on November 29, 2011. Laura Glading is serving in her second four-year term as president of the union.

# when will it STOP

by International  
Secretary-Treasurer  
Joseph C. Gordon

Like many of you, I have asked myself time and time again, "When will it stop? When will the vicious attacks against the hard-working men and women that helped to build this great nation stop?"

Unfortunately, each and every time, I seem to come to the same conclusion. The politicians elected to serve us and high dollar corporate lobbyists must succeed at taking away all of the benefits we have earned over the years and reduce wages to the point that workers once again "owe their soul to the company store" before workers will unite and organize. I simply refuse this ideology.

Often times, especially in this business, it frustrates me as to why it is so difficult for the American Middle Class worker to see what is really going on here.

How many jobs must we see outsourced? How many workers must lose their earned retirement benefits with the stroke of a pen or a bankruptcy court order? How many families must lose their homes and medical coverage before we realize America is better than that?

Some might say it is socialism, but **EVERYONE** is entitled to adequate health care whether they can afford it or not. I say call it whatever you want to. I call it the right thing to do. Would you want your loved ones to be denied the best medical care possible simply because they were unable to afford it?

As humans, we all have a tendency to think, "It can never happen to me." Let's

not fool ourselves for one minute, many of us have a relative, friend, or neighbor affected by economic hardship. In case you have not come to this realization, it is right at your doorstep and mine. *OUR* friends and *OUR* relatives!

Where will they go? To whom will they turn to for assistance? Should it be our government? Based on the political climate and the constant debates we see across the country, Middle Class American's have been persuaded and convinced by the success of Special Interest groups such as the American Legislative Exchange Counsel (ALEC) that launch these planned and strategic attacks against *ALL* workers, that what *WE* need is *LESS* government. If that is the case, we should forget about those that fall victim to the war on the Middle Class. In my view, it is unacceptable, immoral and **UNAMERICAN!**



And so you ask, "**WHEN WILL IT STOP?**" That my brothers and sisters is up to each and every one of you. Are you willing to stand up to the 1% and say, "**ENOUGH IS ENOUGH!**" You, and only you, can and will make a difference.

Our time, to unite and organize, to speak in one loud voice via the ballot box, is now! Get involved and exercise your right to vote in the next General Elec-

*How many jobs must we see outsourced?  
How many workers must lose their  
**earned retirement benefits** with the  
stroke of a pen or a bankruptcy court order?*

We, brothers and sisters, are the United States of America. As Americans, why is it OK to lend aid to those in less fortunate countries while we turn our backs on our friends, relatives, and neighbors? We owe it to ourselves to do the right thing, to assist each other and help one another in a time of crisis, especially those that have experienced devastation and hardship beyond their control.

tion for President of the United States. Send a strong message to the 1%. Let the 99% know, it is time to protect and support those that are in need, not Corporate Greed! It is time for the middle class to reassert ourselves, to make it known to all, we will not go away and we will restore the American Dream for our children and grandchildren, for generations to come. We have had **ENOUGH** and the middle class is here to stay!

# TRANSPORT WORKERS UNION OF AMERICA

501 3rd Street NW, 9th Floor  
Washington, DC 20001

## Win a week-long car rental...

## You could win a week-long car rental or a \$100 car rental gift certificate.

### UNION MEMBERS:

Save up to 25%  
on car rentals using  
the codes from  
the companies below.



1-800-462-5266  
Discount # 7015700



1-800-698-5685  
Discount # B723700



1-800-455-2848  
Discount # V816100



1-877-222-9711  
Ask for Union Plus discount



1-800-654-2200  
Discount # 205666



1-800-227-7368  
Discount # 5029562



Register to win  
by June 30, 2012 at  
[UnionPlusContest.org](http://UnionPlusContest.org)

No purchase necessary to enter. A purchase will not increase your chances of winning. All contests are void where prohibited or restricted by law. This contest is provided by Union Privilege and is open to current union leaders, staff and members of affiliated unions who participate in the Union Plus programs. This contest is not open to employees of Union Privilege, Avis Budget Group, Enterprise Holdings, Hertz Holdings, and their families. To claim the prize you must be a resident of the United States, be 21 years or older and have a valid driver's license in the United States. You may enter only once in the Contest. Multiple submissions will be removed by Union Privilege. Approximate retail value of the prizes vary between \$100 and \$250. Participation in this Contest constitutes entrant's full and unconditional agreement to the Official Rules which can be found at [UnionPlusContest.org](http://UnionPlusContest.org). The Contest begins on April 9, 2012 at 12:00 a.m. Eastern Time ("ET"), ends on June 30, 2012 at 11:59 p.m. ET. Winners will be announced by July 13, 2012 at 11:59 p.m. ET. Union Plus is a registered trademark of Union Privilege. All other trademarks are the property of their respective owners.



FLY-CENT-10412