

TWU

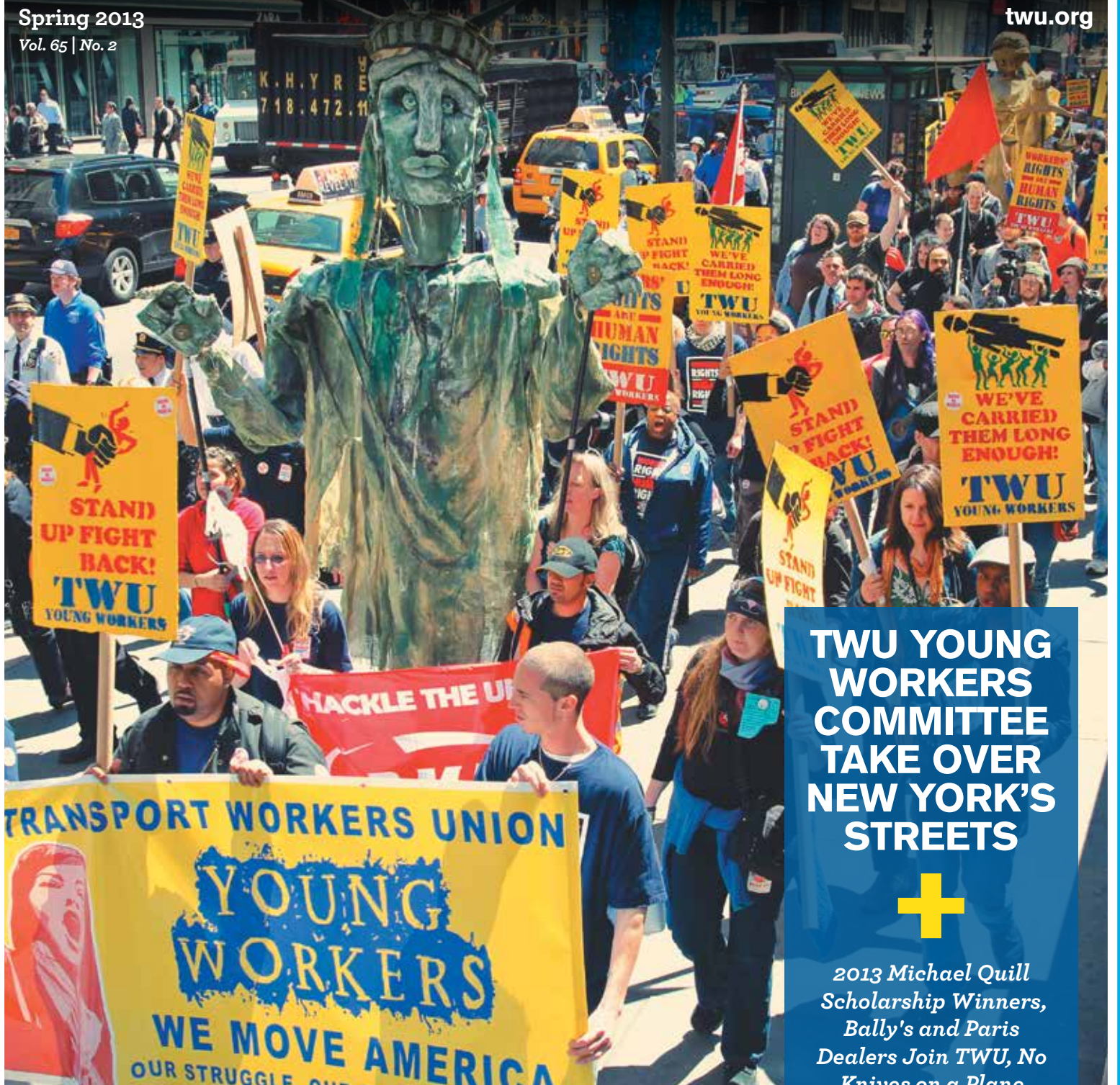
The Transport Workers Union of America *United Invincible*

Express

Spring 2013

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TWU YOUNG WORKERS COMMITTEE TAKE OVER NEW YORK'S STREETS



2013 Michael Quill Scholarship Winners, Bally's and Paris Dealers Join TWU, No Knives on a Plane

globally UNITED

by *International
President*
James C. Little

Over the past few years, the middle class in the United States has suffered a large scale attack on their working rights. These attacks have ranged from reductions in health and safety standards in our work place to weakening our voice on the job by imposing limits on our collective bargaining rights.

While we face these attacks at home, our union brothers and sisters abroad are facing the same. A global agenda has been enacted to limit the strength of labor in both private and public sectors. It is for this reason we have chosen to rededicate ourselves to rejuvenating the labor movement at home and in building and strengthening it worldwide.

You've heard me say, "if we don't evolve, we will dissolve!" In evolving we must recognize our strengths and resolve to correct our weaknesses. With Unionism at an all time low of less than 8% of the population, the importance of expanding our network of allies is more important than ever if we wish to be heard.

I am proud to say the TWU has stepped up its defense against corporations who have spread their reach by forming international partnerships to protect the livelihoods of workers in the transportation industry.

In 2011, one of our first steps in this defense was to be one of fourteen (14) airline unions from the United States and seven (7) other countries to form a cooperative global organization known as The One World Labor Council. The Council gives a voice to workers of the world's major airline companies.

The alliance includes the members of numerous unions across one (1) of three (3) main international airline alliances, known as "oneworld". Formed by most major air-

lines, including those in the United States, these alliances or "partner airlines" form agreements to function essentially like mergers. The "partners" routinely agree to change flights and routes and to share codes, terminals, and advertising. Some of the partnerships allow airlines to shift labor, offshore maintenance, and avoid regulation.

To further mobilize and strengthen our resolve in the fight for economic and social justice for our members and working people, we also entered into an agreement, with the Transport Workers Union of Australia, to form the Trans-Pacific Transport Unions Alliance.

Each of these unions fight our very own fights here in the United States. Together we are globally united to take them on.

These alliances allow us to share best practices on research and campaign strategies, as well as, gain influence in dealing with privatization issues, multinational employers, and corporate airline alliances.

And earlier this year we formed an alliance with the RMT (Rail, Maritime and Transport Workers) to create the "Trans-Atlantic Alliance," to cooperate on safety issues; launch joint campaigns and share costs when targeting employers in-com-



mon; and to advance a global strategy to promote the rights of workers to organize unions and bargain to improve their work lives.

Again, these alliances come at time as corporations continue to increase their profits at the expense of its workers. Therefore, it is crucial transportation unions coordinate activity around the globe to match the activity of international companies in the transportation sector. By working together on a global scale our locals now have the ability to share resources and best practices and why the 24th Convention theme, "Stronger Locals Globally United" demonstrates the importance of this global solidarity to build our strength and protect the crucial role unions serve.

Each of the fights these unions have mirrors our very own fights here in the United States and together we are globally united to take them on.

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Landmark Agreement is Designed to Promote Safety

And support joint campaigns for better pay, benefits, and working conditions.

The Transport Workers Union of America (TWU) and the UK-based National Union of Rail, Maritime and Transport Workers (RMT) have agreed to a “Trans-Atlantic Alliance,” to cooperate on safety issues; launch joint campaigns targeting employers in-common; and to advance a global strategy promoting the right of workers to organize unions and bargain to improve their working lives.

“This is an important step for everyone who works in the transport industry on both sides of the Atlantic,” said TWU International President James C. Little. “It means the voices of working men and women will be heard loud and clear in the U.S. and the United Kingdom. With privileged elites in both countries demanding “austerity” for us while enjoying record profits and lavish lifestyles, there’s never been a better time for workers to join hands across borders and across the ocean to build a stronger, smarter and more sophisticated international labor movement.”

“This is great news if you work in transport in the U.S. or the U.K.,” said RMT General Secretary Bob Crow. “But if you’re a corporate executive who doesn’t want to treat workers fairly, or a government official who doesn’t understand the value of public employees... watch out. We’re stronger today than we were yesterday. We’re going to pool resources, share research and conduct joint campaigns to advance the pay, pensions, health care and working conditions of transport workers on both sides of the Atlantic.”

The two unions will work together to

promote worker and passenger safety in all transportation sectors. TWU and RMT also will:

- Facilitate joint campaigns;
- Coordinate innovative growth strategies;
- Support industrial action and organizing campaigns in the U.S. and the U.K.;
- Act in support of workers’ rights in multinational companies, combining the resources of the two organizations along supply chains and transport hubs;
- Collaborate on policy and strategic planning.

“This is the right move at the right time,” said Little. “Our members face many of the same employers and the same wrong-headed government policies. Together, we can be a more effective voice for working people.”

“Let’s face it: Companies are global, and any trade union that doesn’t operate on a global basis isn’t really in the game,” said Crow. “RMT members have always been forceful advocates for workers and for progressive issues, and TWU members are like-minded. It’s a good fit and we’re excited to move forward.”

The U.S. Transport Workers Union of America (TWU) represents 200,000 workers and retirees, in commercial aviation, public transportation, passenger railroads and gaming. The U.K.-based National Union of Rail, Maritime and Transport Workers (RMT) is Britain’s fastest growing trade union, representing more than 80,000 members in almost every sector of the transport industry, from mainline and underground rail to shipping and offshore, buses and road-freight.

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transit workers APPLAUD RULING

Prop G violates California labor law; sweeping decision rescinds ordinance, affirms workplace rights.

On May 3, members of Transport Workers Union (TWU) Local 250-A applauded a ruling by California Administrative Law Judge Donn Ginoza, which finds that Proposition G, a controversial ballot measure designed to restrict the rights of transit workers, violates California labor law.

“This ruling confirms what our members have said from the very beginning,” said TWU Local 250-A President Eric Williams. “The best way to keep Muni running safely, on time and on budget is to give our members a voice, bargain fair contracts and respect workers’ rights.”

The sweeping ruling, issued Thursday by Judge Ginoza of the California Public Employment Relations Board (PERB), orders the City of San Francisco to “cease and desist from adopting and enforcing” labor regulations found to be “unreasonable” as applied to transit workers; to rescind certain provisions of the City Charter enacted by Proposition G; and to “cease and desist” interference with “the right of employees to participate in a labor organization of their own choosing.”

Proposition G, enacted by voters in 2010, changed the way collective bargaining had been done for decades for San Francisco transit workers, putting in danger collectively bargained labor agreements, work practices and procedures for arbitrating disputes between labor and management, which had resulted in a long history of stable labor relations for workers and management

“The best way to keep Muni running safely, on time and on budget is to give our members a voice, bargain fair contracts and respect workers’ rights.”


—ERIC WILLIAMS, LOCAL 250-A PRESIDENT

at San Francisco’s public transit system.

“This is a common sense decision which affirms that municipalities cannot unilaterally ignore state law,” said attorney Ken Absalom, who represented TWU Local 250-A in seeking to overturn Proposition G. “California law requires a level playing

field between labor and management, so workers can exercise their rights. Union members were especially concerned that the onerous arbitration provisions of Prop G made it difficult for transit workers to exercise their voice about safety on the job and other critical issues. It’s good news for all parties concerned that these provisions have been overturned.”

“Our members took a lot of heat for speaking their minds on this issue,” said Local 250-A President Williams. “I’m personally grateful to each and every transit worker who had the courage to stand up for our rights on the job – and for safe, accessible transit for all our citizens.”

City officials have 20 days to appeal Ginoza’s ruling to the California PERB. The U.S. Department of Labor, however, has also raised questions about whether Prop G is compatible with federal law. 



ASSISTANCE FOR UNION PLUS PROGRAM PARTICIPANTS IMPACTED BY THE OKLAHOMA CITY AREA TORNADO

Union members living in areas impacted by the tornado that struck the Oklahoma City area and who participate in Union Plus programs may be eligible for financial assistance.

Union Plus Disaster Relief Grants of \$500 are available to help participants in the Union Plus Credit Card, Insurance or Mortgage programs who are facing financial hardship due to this devastating natural disaster. The money does not have to be repaid.

To qualify for a Union Plus Disaster Relief Grant, a union member must:

- Have been a victim of the severe weather in counties designated by FEMA as qualifying for individual assistance. (List of qualifying counties available at UnionPlus.org/Disaster)
- Have experienced a significant loss of income or property within the last six months due to the disaster.
- Have had a Union Plus Credit Card, Union Plus Insurance policy or Union Plus Mortgage for at least 12 months with the account or policy in good standing (be up-to-date on payments).
- Describe his or her circumstances and document the income or property loss.

To apply for a disaster relief grant, union members who participate in any of the following programs can call:

Union Plus Credit Card: 1-877-761-5028

Union Plus Mortgage: 1-800-472-2005

Union Plus Insurance: 1-800-472-2005

Union Plus Mortgage and Credit Card holders may also be eligible to receive payment extensions or other special help.

The Union Plus Disaster Relief Fund has provided more than \$780,000 in assistance to union members facing hardships following Hurricanes Sandy and Katrina, floods, wild fires and other natural disasters.

For more information about the Union Plus disaster benefits, visit UnionPlus.org/Disaster.



Philadelphia Delegation of PA State House Visits Local 234

Local 234 invited the Philadelphia Delegation of the PA House of Representatives to the First Annual Delegates Luncheon on March 14, 2013 to discuss several issues.

Executive Vice President Andre Jones talked about the rise in assaults on transit workers. Local 234 demanded that SEPTA take steps to protect its employees. The local has met with the Philadelphia Police Department and DA's office, securing commitments to have a greater police presence on the vehicles and to have one DA oversee the assault of transit workers.

Political Director David Szczepanski asked the representatives to support Senate Bill 282 and co-sponsor similar legislation that will be introduced in the House. They would enhance the penalties for assaults by placing transit workers in the same protected class as other critical workers.

Vice President Carl Greer discussed the oversize mirrors on vehicles in SEPTA's fleet. These mirrors cause large blind spots that operators can't see around and have resulted in the rise in left turn contacts with pedestrians. Despite evidence that shows by moving or replacing the mirrors the number of contacts decrease, SEPTA refuses to do either. Apparently to SEPTA the small cost of moving or the \$266 to replace each mirror isn't worth the life of a pedestrian.

President John Johnson informed the delegates that the three contracts between the Union and SEPTA would be expiring in a year. The local wants to exchange demands and open talks early. Past negotiations have gone past the deadline, often resulting in strikes. By beginning early the Local is looking to have a deal in place before the contracts expire or a work stoppage has to occur.

driving a bus is hazardous TO YOUR HEALTH

Excerpted from “Dying at Work in California: The Hidden Stories Behind the Numbers”

Chronic work-related diseases are hard to see just by looking at someone. Take your local bus driver, for example. Recent innovative research by the National Institute for Occupational Safety and Health (NIOSH) shows that bus drivers and other “passenger transit workers” suffer greater rates of illness than workers in many other industries and occupations. Transit work is one of the top three jobs in which you face the highest risk of contracting 10 common diseases. Job-related hazards also contribute to the fact that these workers have 120% above the average rate for 9 chronic diseases.

Tim Bushnell from NIOSH presented these preliminary results at an International Transportation Federation health and safety conference in December 2011 in San Francisco. He found the startling numbers by looking at the employer-based group health insurance medical claims of two insurance companies. They reflect people’s real health problems, rather than incomplete workers’ compensation claims.

Bushnell studied the records of 214,413 workers in 55 sectors—two-thirds of all possible types of workplaces. “Passenger transit workers” include all types of bus drivers, as well as commuter rail, streetcar, subway, van pool, airport limousine, taxi, and ambulance drivers.

The scariest finding: 41.5% of the transit workers had hypertension (high blood pressure), compared to 27.6% for all the 214,413 workers studied. High blood pressure leads to all kinds of other health problems, including heart attacks and strokes. Heart disease is the leading cause of death in the United States.



For a range of chronic diseases such as low back pain, asthma, depression, and diabetes (see graphic), the drivers’ rates also were 120% higher than all people in the 55 sectors. These numbers were no surprise to Dr. June Fisher, a long-time San Francisco General Hospital physician.

“Many years ago, Local 250-A of the Transport Workers Union in San Francisco were concerned about heart attacks among their members in the MUNI system,” she says. “Analyzing the medical exams required for their commercial drivers’ license, we found high rates of hypertension. When we did continuous blood pressure monitoring while they were driving, even the healthiest drivers had extraordinary increases in blood pressure.”

Since then, many studies have confirmed that urban bus drivers are at high risk for many illnesses. “We know from Denmark that urban bus drivers have the highest rates of hospital admissions for cardiac disease,” Fisher says. “The DOT medical exams could be used to track all the drivers with hypertension and related health problems now. We need to prevent the hazards behind those high numbers too.”

Preliminary numbers show transit drivers have these diseases at rates above the average for workers in 55 industries sectors. The star indicates when they are in the top three for that condition.

(The study was in conjunction with TWU, SoCalCOSH and Worksafe.)

TWU & IAM to Jointly Represent Ground Workers

The International Association of Machinists and Aerospace Workers (IAM) and the Transport Workers Union of America (TWU) announced a partnership to jointly represent nearly 30,000 ground workers at the “new” American Airlines following the merger of American Airlines and US Airways.

The two international unions have signed joint agreements to cover the Mechanic & Related, Fleet Service, and Stores employee work groups at the soon to be merged airline. The new labor partnership, to be known as the TWU/IAM Employee Association, will ask the federal National Mediation Board (NMB) to hold elections among the combined employees for each classification after the close of the American-US Airways merger. The election will formalize the joint-council agreement reached this week.

“This agreement allows us to use our combined strength and resources on behalf of all our members as we move forward at the new American Airlines,” said TWU

International President James C. Little. “Both unions have decades of experience representing workers at US Airways and American Airlines and both unions are members of the AFL-CIO.”

“I am proud that our two great unions put the members first in a true demonstration of solidarity,” said IAM International President Tom Buffenbarger. “These agreements protect our members’ representation, pensions and seniority. Working jointly with the TWU, we will ensure both unions’ members are rewarded in this merger.”

Following certification, negotiating committees comprised of an equal number of representatives from each union will begin working out the details of collective bargaining agreements to cover the combined carriers’ employees.

The accords reached, designate which union will enforce a post-merger agreement in specific cities, as well as providing a mechanism to designate contract enforcement responsibilities if the carrier

“These agreements protect our members’ representation, pensions and seniority. Working jointly with the TWU, we will ensure both unions’ members are rewarded in this merger.”

- Tom Buffenbarger, IAM International President

expands to new markets.

The IAM currently represents Mechanic and Related, Fleet Service, and Stores employees at US Airways; TWU represents these classifications at American. TWU also currently represents aircraft dispatchers, flight crew training instructors and flight simulator engineers at both airlines. Additionally, IAM represents Maintenance Instructors at US Airways.

TWU TRANSIT, SERVICES AND RAIL WORKING WOMEN’S COMMITTEE MEETING

The TWU Transit, Services and Rail Working Women’s Committee met March 21-23 in Philadelphia electing new officers while hearing from other union women.

Hosted by the Local 234 Working Women’s Committee at their union hall, the election of new officers for the Transit, Services and Rail Working Women’s Committee took place. Oneshia Portlette of Local 100 was elected to the office of Chair while Theodora Boyd of Local 234 and Cassandra Gilbert of Local 291 were elected as Co-Chairs and Constance Bradley of Local 101 was elected as Recording Secretary.

Prior to the elections, the women kicked off the three-day meeting by a welcoming

from Local 234, President John Johnson and TWU Adm. VP. And Director of Transit Division, Jeff Brooks.

As part of the meetings theme “Sisters Empowering Sisters” the participants heard from TWU Director of Human Rights/TWU Chair Women’s Committee Sandra Burleson, Philadelphia City Councilwoman Cindy Bass and Local 234 President’s wife, Karen Johnson, who works in corporate America.

They were also later joined by Local 234 Executive Vice-President Andre D. Jones Sr. and Kathy Black, President of the Philadelphia state CLUW Chapter who spoke to the ladies about CLUW. She encouraged them to become members in chapters in their respective cities.

They also heard from Former Local 234 President Jean Alexander and Local 234 Vice-President Cheryl Johnson as discussed their own personal stories of empowerment.

On the last day of the meeting the women listened to speakers discussing women’s health, credit repair and finance. They were then treated to vendors selling various items and vendors providing relaxing activities, such as massages.

TWU Local Unions that were represented at the meeting were, Local 100, Local 101, Local 106, Local 208, Local 234 and Local 291. The committee meets twice a year at various host unions. Look in the future for the committee’s Facebook page and email address.



TWU Members Put Labor Values to Work



TWU locals from across the country descended to the city of brotherly love and sisterly affection, Philadelphia, to put their labor values to work recognizing Dr. Martin Luther King Jr. at AFLCIO's annual MLK celebration, "We Are One: Workers' Rights and Civil Rights."

From Jan. 17-21 TWU members along with other union members participated in a day of service, workshops and other educational opportunities on the life and values of Martin Luther King Jr. on the civil rights and labor movement.

"It was great to see the camaraderie and everyone working together," said Juanita Samuels, TWU Local 252 Vice President.

TWU members also participated in a day of service painting the Frances L. Myers Recreation center, a center that has existed since the early 1900s and the centerpiece of southeast Philly.

"You don't realize how making something beautiful makes something so much more presentable," said Daryl Nelson, the director of the recreation center.

The opening of the conference was kicked off by AFL-CIO Executive Vice President Arlene Holt Baker who discussed Dr. King's dream and our determination.

"But, my friends, within our struggle for

the American Dream, for Dr. King's dream, for your dream and my dream...within that struggle...within that crucible...we grow stronger, and we grow together," said Baker.

The weekend reflected upon Dr. King's legacy and others, such as the women from SNCC (Student Nonviolent Coordinating Committee) who told their stories about becoming involved in the civil rights movement and Free Rider, their time in jail, how they coped with it as well reading excerpts from their book, "Hands on the Freedom Plow."

"If people heard the Freedom riders were beaten and couldn't continue because of it, if that idea spread that white racists can stop a movement with violence, they would have come out in masses," said Diane SNCC organizer in Mississippi and other states in the South. She was SNCC's first female field secretary and an organizer of the Freedom Rides that challenged Jim Crow public transportation practices across the South.

The event, which occurs every January, commemorated the 50th anniversary of the 1963 March on Washington that rallied hundreds of thousands of people to call for jobs and freedom.



LOCAL 101 MEMBER SAVES 30 LIVES

In our last TWU Express we covered the hard work and the struggles our members and others had to face because of Sandy.

However, TWU would like to recognize one member, Derrick Oliver of Local 101, who became a hero the night Sandy hit.

Oliver received a call that night about numerous National Grid workers stranded because of the water levels.

"I have never seen anything like that in my life," said Oliver about the rising water, which ranged from 4 to 8 feet in places.

The workers were left in the night's darkness as the only light that did exist lasted seconds and came from the sparks of transformers blowing out. Sirens also filled the streets but because of the water no one could see the lights.

Left defenseless against the rising water, the workers started to call their families thinking they would never see them again.

Oliver, after evacuating his family from his own home, drove a 9' high truck from the National Grid's vehicle lot through 6-7' of water. As Oliver drove, his passenger held a flashlight to guide him through the streets to rescue his fellow brothers.

"It was a happy time when the guys saw the truck coming in," said Oliver. "They didn't think anyone was coming for them."

Oliver rescued people hanging from a poll, his co-workers sitting on top of their trucks and people stranded in cars.

At the end of it all, Oliver selflessly rescued 30 people that night and would he do it again?

"I would, so they can see their families."

To hear the stories from the Local 101 members, visit twulocal101.org

2013 MICHAEL QUILL SCHOLARSHIP

Since 1970, the TWU International has held an annual drawing to provide college tuition assistance to the deserving children of hard working TWU members. Known as the Michael Quill Scholarship, it is supervised by International Executive Vice President Harry Lombardo.

On May 22, the TWU International drew the names of 15 sons and daughters of TWU members from the list of over 300 that entered for a chance to receive a four-year scholarship from the Quill Scholarship Program valued at \$4,800 each. The Quill Scholarships are paid over a four-year period, for use at any accredited four-year college.

In addition to the 15 Quill Scholarships, Union Benefit Planners, an employee benefits consulting firm, awarded five other grants of \$2,400 each.

While Steve DeBiasi, from Union Benefit Planners, drew numbers at random to select the winners; International President James C Little, Secretary-Treasurer Joseph Gordon, and Administrative Vice Jeffrey L.

Brooks Sr., along with their staff, attended the drawing in the Michael Quill Room at the TWU International in Washington D.C.

Scholarship program winners sponsored by Locals 514 for the children of members in their locals were also drawn at their request. Local 514, awarded 5 of their college hopefuls with scholarships valued at \$1500 for one year and \$1200 a year for four years respectively.

2013 MICHAEL QUILL SCHOLARSHIP:

Winners: Emily T. Hastings (*Local 591*); Socrates Quintana (*Local 570*); Kelsey Dombrowski (*Local 567*); Brandon D. Lam (*Local 591*); Kaitlyn N. Hay (*Local 289*); Nicole J. Wegrzyn (*Local 591*); Sarah M. Rickman (*Local 514*); Corey R. Labrie (*Local 591*); Pepa Konarski (*Local 501*); Kendal K. Johnson (*Local 1*); Suzanne E. Stasiak (*Local 106*); Kiel Molina (*Local 562*); Jamie E. Heiman (*Local 514*); Kendall G. Vawter (*Local 567*); Brianna H. Nielsen (*Local 223*)

Alternates: Leslie M. Santiago (*Local 591*); Jaymon Pomaika'iokealoha Akira Oura (*Local 555*); Hoc K. Tran (*Local 100*); Sarah J. Truax (*Local 514*); Micahel E. DeAngelis (*Local 100*); Emma D. Gurecki (*Local 100*); Norrah J. Alachkar (*Local 514*); Blayne A. Bettinger (*Local 514*); Scott A. Fultz (*Local 529*); Joseph J. Connelly (*Local 234*)

UNION BENEFIT PLANNERS SCHOLARSHIP WINNERS:

Hayden S. Bach (*Local 556*); Ariana A. Allen (*Local 100*); Sarah M. Bonk (*Local 514*); Victoria L. Nevadomski (*Local 100*); Konner M. Speth (*Local 556*)

LOCAL 514 SCHOLARSHIPS:

Winners: Courtney B. Picking; Jolene M. Hawkins; Amanda N. Perez; Shiann T. Hill; Loren A. McDonald

Alternates: Madison D. Jacobs; Dustin S. Teenor; Chandler P. Houtman; Jacob W. Tolbert; Sarah J. Truax

LOCAL 1400 MEMBER ASSISTS IN A DELIVERY

Chuck McCann of Local 1400 and his on duty partner have worked on many incidents on the Holland Tunnel, but never like the one they were called for on Dec. 26th.

McCann and his on duty partner assisted in the delivery of a healthy baby boy on Dec. 26 in the tunnel. The father was driving the car to the hospital as the baby was crowning.

"It was scary," said McCann on assisting with the birth. "We usually deal with tragedies, accidents or hurt people."

The family was on their way to Brooklyn, but the mother's water broke at the toll causing the father to pull over outside of the tunnel.

When McCann and other arrived, they had to block traffic in multiple lanes. they put the passenger seat back and connected the oxygen tank to the woman. They stood over as the mother in law delivered the baby.

"At the time, the baby was unresponsive, so I started rubbing his chest," said McCann. "Thank God the baby opened his

eyes, so we made a make shift tent around him to feed him oxygen."

The baby was then wrapped in red wool blanket as McCann escorted the baby and the baby's mother to the ambulance to be transported to the local hospital where they were later release in the following days.

McCann and others like him are first aid trained every year by the American Red Cross to ensure their skills are up-to-date to save and assist in saving the lives of people everyday.



moving forward **IN 2013**

by COPE
and Political
Field Director
Alex Garcia

It is a new year, yet many of the same problems are still plaguing Washington. Our congress (113th Congress) could not be further apart when it comes to working together and solving the country's problems. The sequester has happened and the economy along with the American people continue to further suffer because of it. The TWU COPE- Political Field Department continues to collaborate and work closely with EVP Harry Lombardo to advance the legislative concerns that are so important to our members. Politically, as the focus shifts to Governors races and the 2014 midterms, new issues will arise while we persevere through those that challenge us today.

the State Conferences are confronting this issue head on.

- **In Texas**, a Union busting bill in the State legislature, which they worked hard to kill during the last legislative session, is resurfacing again. Once again, the State Conference is actively pursuing its demise.

- **The Illinois-Indiana State Conference** is beginning to build relationships in the District offices of a few freshmen Congressmen they endorsed and helped get elected.

On the federal front Congress is set to vote on HR 1120, a bill that will essentially shut down the National Labor Relations Board (NLRB) and could have far-reaching consequences in setting back labor progress by many years. Our TWU Flight Attendants, in coordination with the Coalition of Flight Attendants, are heavily engaged in a fight to overturn the TSA's recent inexplicable decision to allow knives back on board commercial aircraft, which is scheduled to take effect April 25th.

As the state conferences move forward in 2013 and expand their role in local city, state and federal politics and legislation, we hope to see further involvement from all of our locals in the TWU system.

Our progress and our future depends on the involvement of all TWU members from all skills and trades in the TWU.

If you wish to get involved, or have any questions involving politics or legislation feel free to contact the COPE & Political Field Department or please contact your TWU State Conference and begin your involvement by volunteering.

As the state conferences move forward in 2013 and expand their role in local city, state and federal politics and legislation, we hope to see further involvement from all of our locals in the TWU system.

The TWU State Conferences continue to meet and review problems that can and do, affect our members to find the best approach to address each of them. Currently:

- **In Florida**, the legislature wants to put an end to defined pension plans for public workers and have everyone placed in 401K programs.

- **In New York and Pennsylvania**, Bus Operators are continuously under assault and injured while on the job, which continues to be ignored by lawmakers and

TWU YOUNG WORKERS

Their May Day Action was featured in The Nation and the Rick Smith Show for taking their issues to the streets by charging into the lobbies of union busters and calling out New York's MTA. They are TWU's Young Workers Committee and they are not only the future, but they are here now combining the old ways with the new.



They held signs reading Stand Up and Fight Back while taking over the streets of New York and the lobbies of union busters and the New York Metropolitan Transportation Authority (MTA), telling each why they were there and that they would be back.

They are the TWU Young Workers who led their own action on May Day (May 1) as part of the first ever TWU Young Workers Summit from April 30-May 2 in New York.

TWU young workers from Locals 512, 555, 2013, 101, among others, marched with their banner as they led a coalition of allies, union members and even puppets through New York while others joined along inspired by the presence of young union members.

“This was my first march,” said Steve Tuazon from California of Local 502, who flew in just for the day to join his brothers and sisters. “It was awesome to see different groups stand in solidarity with one another.”

Trained the day before and given a know your rights session, TWU Young workers led participants into the lobbies of the union busting firms Ford Harrison and Jackson Lewis.

As a TWU Young Worker held the door of Ford Harrison, TWU members flooded the lobby and called out the firms.

“We are here because Ford Harrison, the union busting law firm, in this building,” said Andrew Nowak, Vice President of TWU Local 171 from Michigan, in the lobby as others repeated after him. “Ford Harrison crushes workers voices and we are here to tell them union busting is disgusting!”

They also called out the NY MTA on their demands for cut backs which was led by Erika Guerrido of Local 100 and handed out flyers against Southwest at the Southwest porch in Bryant Park where the march began and ended.

Later, TWU Young Workers marched in solidarity with seasoned Local 100 and 101 members in the New York May Day march.

They were also joined by Jayesh Patel, the



previous president of the RMT’s Young Members group. He gave insight into the struggles and accomplishments of their young members group as well as his solidarity for TWU’s Young Workers Committee.

The summit concluded with the election of officers for the committee: Chair, Andrew Nowak, Local 171; Co Chair, Gregory Bimbiras, Local 101; Parliamentarian, Chris Cushion, Local 2055. Board Members at Large: Erica Guerrido, Local 100; Greg Gamboni, Local 555; and Keith McLaurin, Local 101.

However, this committee with dedicated young workers was not formed over night.

The support for this group was recognized as a critical element for the labor movement to succeed by TWU’s IEC in 2011. But, as the process began to form the committee, it was placed on hold due to the bankruptcy filing at American Airlines.

In late 2012, President Little sent a call to all locals for young workers and in March 2013, TWU held its first meeting hosting young workers from locals across the country.

They participated in a day-long workshop developing team building skills and having discussions relevant to young workers and the labor movement.

“We need to secure things for our families future and the rights we all have right now,” said Chris Cushion, Local 2055. “We hope to bridge the gap with the seasoned members because what we stand for are mutual goals for all of us.”

“People struggled and risked their livelihoods so we can have the benefits we do today,” said Bimbiras, Co-Chair of the Young Workers Committee. “But we have to keep fighting and open other people’s eyes. We will continue to reach out to other members young and old for guidance. We aren’t here to do this alone.”

The TWU does believe in engaging young workers to keep the labor movement alive and strong. This opportunity not only develops leadership skills for those involved, but will help bridge the gap between generations.

As more and more baby boomers retire and leave a legacy of their dedication to the labor movement, it is also time for young workers to get involved, learn and educate other young workers about the importance of the labor movement.

“We will be going to locals and start creating actions and events to carry the momentum from our summit,” said Andrew Nowak, Chair of the Young Workers Committee.

For information on how to connect with the TWU Young Workers email the committee at

youngworkers@twu.org



Remembering George Roberts

Retired International Representative, Vice President George Roberts, passed away in May. A 50-year member of the TWU, George also had the pleasure of serving as President of the historic Pan Am Local 500.

As a rep, he led the membership of then Local 553 through the 1989 Eastern strike for the International, and serviced the Air Transit Division Locals in Florida and Georgia including locals 291 and 526.

He was an important part of the very existence of Local 526 and the ongoing battles they faced every three to ten years when the government would put their work up for bid at the end of each cycle.

George was invaluable to the process they faced with each change over in gaining recognition from the incoming company and leading them through the negotiations that ensued.

"These were always times of great stress for our members and George recognized this, he would meet with our members and discuss the process and open himself up to questions from the members," said Robert Payne, President of Local 526.

George used to say, "You serve at their pleasure and as long as you serve you



may continue to do so for a long time."

It was a reminder that if you serve your members honestly and humbly and not dictate, you could do this for a long time. Local 526's hall was named after George when he retired.

"We named our union hall after him

because we wouldn't exist if it weren't for him."

The TWU International sends its deepest condolences to the family and friends of George Roberts. He exemplified what it means to be a Union Leader and was truly a man dedicated to all of TWU.

TWU LOCAL 100 STAND BACK

Coming off a particularly devastating weekend for transit riders in early June, where four were hit by trains and killed in 36 hours, TWU Local 100 released its "Stand Back" video, highlighting its common-sense solutions for stopping the carnage on the rails.

Local 100 Vice President of RTO, Kevin Harrington, discussed the anti-suicide campaign and the local's stance on reducing the number of deaths.

"We still stand by our efforts to reduce the number of fatalities by having train operators coming in cautiously, giving station agents the ability to turn off power in the booths and more personal conductors on the platforms to prevent falls as many platforms are dangerous."

Harrington noted that the transit authority's current methods do not appear to be reducing any deaths and that the local has been challenged for its campaign despite the fact the local does support the MTA's goals.

"The MTA uses announcements which cannot be heard because of the white noise and the fact people have headphones on," said Harrington about the effectiveness of the announcements.

According to a recent NY Post article, the MTA is experimenting with "intrusion detectors" which would identify if someone has entered the track bed.

Noah Rodriguez, the rapper in the video, is a train operator and member of Local 100.

The idea for the video, like other campaigns he assists with, came from conversations.

"Someone mentioned the song "Lean Back," said Rodriguez. "So I wrote a verse, then another and then eventually I had a song "Stand Back."

The video has nearly 9,000 views and has received praise for its message by numerous media outlets, such as the New York Daily news.

This year has already seen nearly as many suicides as 2012 had in its entirety and half the total number of deaths from the same year.

You can check out Rodriguez and the video by visiting www.youtube.com/watch?v=FkBhYMzyucQ

Coalition of Flight Attendants Commends TSA for **Keeping Knives Off Passenger Planes**

The 90,000-strong Coalition of Flight Attendant Unions celebrated the success of its campaign to keep knives off planes and commended the Transportation Security Administration (TSA) for holding the line against weapons on flights on June 5.

“Three months ago, on March 5, and every day since, our union and others concerned about passenger safety urged that a policy shift that would allow sticks, knives and clubs on planes be reversed,” said TWU Int’l President James C. Little. “The leadership of TSA listened and they should be commended for taking the advice of flight attendants and other workers at commercial airlines charged with passenger safety.”

“We promised ‘No Knives on Planes Ever Again,’ and today that promise was kept,” the Flight Attendant Coalition announced. “Terrorists armed only with knives killed thousands of Americans on 9/11/2001. As the women and men on the front lines in the air, we vowed to do everything in our power to protect passengers and flight crews from harm and prevent that type of atrocity from happening ever again. We commend the TSA for revising its policy based on input from front line aviation workers with the greatest stake in the rule change. The result is better security policy and the assurance that our nation’s aviation security system continues to be vigilant for knives that could be used in a terrorist attack or criminal act against passengers or crew.”

Five unions representing 90,000 Flight Attendants from across the industry quickly mobilized after the TSA announced plans on March 5, 2013 to allow knives with blades up to 2.36 inches long back onto aircraft cabins for the first time since 9/11. Knives in the hands of terrorists or mentally ill or drunk or drugged passengers would have posed a

clear threat to everyone in the air and in airport secure areas.

On May 6, 2013, each of the coalition unions representing Flight Attendants joined with TSA screeners, pilots, law enforcement officers and airline passengers to file a legal petition to the TSA against the rule change that would have permitted knives in the aircraft cabin. Administrator John Pistole demonstrated leadership and sound judgment by responding to this petition and other stakeholder feedback. Today, the Administrator has determined that knives will remain on the official “prohibited items list” governing what airline passengers may carry on their persons or in carry-on bags onto planes.

The Coalition of Flight Attendant Unions was quickly joined by organizations representing virtually everyone else potentially affected by a new knife policy, including TSA security officers, pilots, gate agents, federal air marshals, and airline passengers. The Flight Attendants thank the American Federation of Government Employees representing TSA Security Officers, the Federal Law Enforcement Officers Association,

FlyersRights.org, the nation’s largest organization representing air travelers, the Coalition of Pilots Associations, the United Airlines chapter of the Air Line Pilots Association, the families of Betty Ong, Sara Low and Alfred Marchand as well as Airlines for America, the trade association representing U.S. airlines.

Flight Attendants also wish to thank Members of Congress from both parties for their crucial support. House Homeland Security Members Bennie Thompson (D-MS), Cedric Richmond (D-LA), Sheila Jackson Lee (D-TX) and Eric Swalwell (D-CA) were instrumental in pushing for a process that would include input from aviation stakeholders. Congressmen Ed Markey (D-MA) and Michael Grimm (R-NY) led the charge against knives in the aircraft cabin by introducing the No Knives Act of 2013 within days of the policy announcement. Senators Charles Schumer (D-NY), Lisa Murkowski (R-AK), Kristin Gillibrand (D-NY), the late Frank Lautenberg (D-NJ) and Robert Menendez (D-NJ) co-sponsored the “Keep Knives Out of Our Skies Act.”



SURFACE TRANSPORTATION BOARD (STB) ISSUED A DECISION

Approving the initial segment of the California High-Speed Rail Project

On March 27, 2013, California High-Speed Rail Authority, a non-carrier state agency, filed a petition for exemption under 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10901 to construct an approximately 65-mile high-speed passenger rail line between Merced and Fresno, California. The Project would be the first section of the statewide California High-Speed Train System (HST System).

The HST System, California's existing passenger transportation network, includes intercity, commuter, and urban rail, bus, highways, and aviation. Amtrak is the provider of California's intercity rail, five interstate routes and three intrastate routes, which share common service points.

Concurrently, the Authority filed a motion to dismiss the petition for lack of jurisdiction, asserting the Project does not require Board approval under 49 U.S.C. § 10901, because it is located entirely within California, would provide only intrastate passenger rail service, and would not be constructed or operated "as part of the interstate rail network". On April 18, 2013, the Board denied the motion to dismiss, finding that it has jurisdiction over the construction of the HST System and the project.

On April 12, 2013, the Board's Office of Environmental Analysis (OEA) issued a notice recommending the Board adopt the final environmental review document issued by the Authority and the Federal Railroad Administration (FRA) and solicit public comment. Following receipt of public comments, OEA prepared an Environmental Memorandum supporting its recommendation the Board adopt the document.

After considering both transportation and environmental issues, FRA's Record of Decision, environmental review documents, as well as, public comments, the Authority's petition for exemption was granted, subject to environmental mitigation conditions, including the condition the environmentally preferable route designated by FRA be built.

Southwest Ground Workers Say **Company Demands Will Compromise Customer Service**

TWU Local 555 begins Informational Picketing and Leafleting in 16 cities in 12 States

Members of TWU Local 555, concerned that contract proposals from Southwest Airlines will compromise the company's tradition of outstanding customer service, began information picketing and leafleting on March 28th in 16 airports in twelve states across the country.

"Southwest Airlines is widely recognized as one of the most successful airlines in the industry, with 40 straight years of profitability," said TWU Local President Charles Cerf.

"Our members, who are the most productive airline workers in the industry, play a huge role in the company's success. The work of ramp, operations, provisioning and freight agents is crucial to flight safety, timely departures and to providing our passengers with Southwest Airlines' legendary customer service."

"We simply can't understand why management would compromise our tradition of excellence by making demands at the bargaining table to outsource our work, cut into our sick days, and make it harder for our members to be on the job. If we're not there, who is going to provide our passengers with the quality of service they have come to expect at Southwest?"

"By refusing to reward employees for their contribution to our airlines' success, management is taking a terrible wrong turn from Southwest Airlines' past emphasis on putting employees first and maintaining positive labor relations,"

said Cerf. "Southwest passengers have a right to know about management's plan to downgrade the quality of service they receive. That's why our members will be conducting informational picketing and leafleting in 16 cities across the country on March 28."

The TWU Local 555 bargaining committee, representing more than 9,400 ground crew workers at Southwest, began negotiations for a new agreement in July, 2011. Talks have stalled, however, due to management demands that would negatively impact customer service and impose unnecessary concessions on members of Local 555.

"TWU Local 555 has been very careful to ensure their proposals do not have a negative impact on Southwest Airlines," said aviation economist Dan Akins of Logistics Capital and Strategy, who serves as an advisor to TWU. "In its 40th year of profitability, Southwest earned \$421 million in profits last year, and is poised to post record profits this year. A fair settlement with ground crew workers will help, not hurt, the company's bottom line."



a proud and **DISTINGUISHED HISTORY!**

Early in 2013 the Kansas City Missouri Airline History Museum (AMH) contacted former members of Transport Workers Union of America, AFL-CIO Local 530 to assist and update the Charles E. Taylor Memorial Wall. This memorial is housed at AHM facility at the Charles Wheeler Downtown Kansas City Missouri airport (MKC).

The Charles E. Taylor Master Mechanic Award was created to honor the first aircraft mechanic and engine builder for the Wright Brothers Airplane, Charles E. Taylor. To receive this award an individual must have 50 years of combined service with no recorded FAA violations, with 30 of those years as a licensed A&P (Airframe and Powerplant) mechanic. This elite group of 29 men will forever be honored and memorialized at the Airline History Museum located at the Charles B. Wheeler Airport (MKC).

Assisting with these new updates were former TWU Local 530 President, Gordon Clark, retired 530 member and CTA inductee Larry Turpin, and former 530 member Alan Perry. The updates included adding five new recipients, repositioning the wall, and placing the Charles E. Taylor bust in its new location.

After American Airlines closed their Maintenance Base in Kansas City in 2010, the TWU International and Local 530 members donated this memorial to the Airline History Museum. We hoped it would be prominently displayed as it had been at the MCIE

base for several years to honor these distinguished and honorable men. The memorial wall and pedestal had been previously constructed at the AA Maintenance Base by 530 brothers Allen Perry, Rob Haggard and other members of the MCIE facility maintenance carpenter shop. With the persistence and dedication of several TWU members the memorial now has permanent home at the AHM.

The Airline History Museum Airline-History.org along with the Trans World Airlines History Museum twamuseumat10richardsroad.org (in a separate location) guarantee preservation of our rich American aviation history. If you ever have a chance to visit Kansas City, Missouri. It is well worth the trip.

The display will be a work in progress for years to come. We hope as it gains popularity, we will find more CET recipients to include in the space. If anyone has information on individuals who have been honored previously, we would like to know about them. For this display the interest is for the Midwest region (Missouri, Oklahoma, Illinois, and Kansas). There is a list of recipients available on the

FAA web site at faasafety.gov/content/mastermechanicrecipientlist.aspx.

If you have questions or information, please contact Gordon Clark at gclark@twu.org, or Larry Turpin at l_turpin40@yahoo.com.

As a licensed AMT, a 27-year veteran of TWA/IAMAW, and AA/TWU and a U.S. Navy Veteran, Clark is honored to be associated with this group and these great organizations.





PRESIDENT JAMES C. LITTLE AND ADMINISTRATIVE ASSISTANT JOHN CONLEY discussed issues surrounding the merger between American Airlines and USAirways at a special Local 512 membership meeting.

Seated: Int'l VP John Conley, Local 512 President Sean Doyle, Int'l President Jim Little; Standing, 2nd VP Tim Murphy, Recording Secretary Paul Hildmann, 1st VP Chris Biancalana, and Executive Board Members Bobby Brun, Trevor Chalcraft and Rick Friedman.



RAIL DIVISION MEETING

Michael Sullivan, Brian, Patrick Flannery, Jerry Loraine, Fred Fink, Christopher Cushion, Brian Deluca, Tommy Murray, John Feltz, Matt Conway, Boyd Dunn, Barry Greaves, Gary Maslanka, Wilson Johnson, Jason Risbon, Ryan Dunn, Ed White, Amy Kagan, Vickie Smith



LOCAL 513 holds training for the local's EAP (Employee Assistance Program) Peer Coordinator Representatives. The Employee Assistance Program is to provide the highest quality support, counseling, referral, follow-up and resources for our members, retirees and their family members with problems of Alcohol/Drug addiction, psychological issues, stress, depression and family or marriage conflicts



LOCAL 241 SWEARING IN

LOCAL 239

L to R: Tiffany Gray, Marcia Gray, Jon Moore, Mr. Brown, Sallie Thomas President, Michelle Conyers, Rev. Swanagan V.P., Caroneta Williams Recording Secretary, Matt Harig, Sardia Dunn, Yolanda Brown, Billie Scott, Lisa Johnson, Carl Martin, Greg Johnson, Jeff Brooks.



LOCAL 568 NEW OFFICER TRAINING

LOCAL 212 SWEARING IN





TWU LOCAL 101

President Mike Conigliaro and fellow Executive Board members stand with the Local's Delegates and Shop Stewards outside of Knights of Columbus Hall in Brooklyn, NY, after completing their steward training class on February 28, 2013

ELECTED LOCAL 208 OFFICERS

Mike Zimmerman (E-Board); **Henry Cade** (E-Board); **Alesia Combs** (Sec. Treas.); **Marcia Woods** (Johnson E-Board); **Lyntel Cannon** (Rec. Sec.); **Ron Dreyfus** (President); **Kenny Rawls** (2nd VP); **Olando Epps** (1st. VP—Not Pictured)



LOCAL 210

Pictured L to R: Carl Martin, Local 210 Vice President Trinidad (Trini) Caballero, President Alisa Torres, Recording Secretary Treasurer Eric Bristol all newly elected at Local 210 in San Jose, CA.

LOCAL 279

L to R: **Matt Harig** (V.P.), **Jamie Usry** (Secretary Treasurer), **Dale Usry** (Local 279 Annual Scholarship Award winner), **Alma (Sissy) Hobbs** (President), **Carl Martin**, **Jeff Brooks**.



LOCAL 721 PROTEST

Dressed in shirts that read “Support Your Dealers” while chanting “Tips are for Dealers, Casinos are Stealers” TWU Local 721 members and other TWU members rallied on June 5th in support of table games dealers and all tip earners of Nevada.

The rally occurred outside of the Nevada Supreme Court as the court heard the appeal concerning the tip sharing policy, which was implemented in 2006 by Wynn Casino owner, Steve Wynn.

“Tip sharing is not legal,” said TWU Int’l President James C. Little who joined the members. “By fighting this we are setting the tone for the entire strip with a message that this won’t be tolerated, if justice prevails he will lose again and again.”

The case is an appeal by Wynn after Clark County District Judge Kenneth Cory ruled employees couldn’t be forced to share tips with supervisors or with employees in other kinds of job.

“We had this rally to bring attention to this issue,” said Local 721 President Jeff Jaeger. “People don’t seem to notice these things (an attack on workers’ right) until it directly affects them. Once this happens (tip sharing), other casinos will do it. Tips are property of the employee earning them, we just want justice.”

Jaeger and others estimate nearly \$5 million a year from his and other dealers’ tips have gone to supervisors.

A final verdict is expected within the next few months.



Local 721 Doubles



“I wore my button as much as I could to get the fear factor out of people and educate them. I emphasized that there was nothing to fear and that any union was better than no union in a right to work state.” – DIANA NEUMAJIER

TWU Local 721 continues to grow as their membership doubled early this June gaining dealers at Bally’s and Paris after months of organizing.

Nearly 89 percent of those who voted from Paris and 93 percent at Bally’s chose to have a voice.

“TWU’s success at Wynn and Caesar have sent a clear message to the Strip,” said TWU Int’l President James C. Little. “It’s encouraging dealers to seek us out and to get the dignity and respect on the job they deserve.”

Dignity and respect is what Diana Neumajier, a Paris dealer for 14 years, wanted as the management style they faced was a smile or be fired and take this or here is the door mentality.

“They just started to take and take,” said Neumajier. “They slashed our 401k, they were firing people at will and taking the personable aspect away.”

Neumajier was one of many who assisted in the unionizing efforts working extra hours and breaking the ice with many of her co-workers to break the fear factor so many had about unionizing.

“I wore my button as much as I could to get the fear factor out of people and educate them,” said Neumajier. “I emphasized that there was nothing to fear and that any union was better than no union in a right to work state.”

Another concern is tip sharing, which has been an issue for many on the strip as the case of Wynn’s tip-sharing policy is being heard in the Nevada Supreme Court.

Last year, dealers at Caesar Palace ratified an 8 ½ year contract securing their wages, benefits and seniority rights.

TWU has been going strong on the Strip and will continue to do so to ensure workers have a voice.

aviation's SAFETY RECORD

Transportation in general and aviation specifically has higher than average injury rates as aviation is considered a high-risk industry for obvious reasons.

The flight safety record of aviation in the US is to be applauded and best practices from aviation safety management systems should be studied and copied (where applicable) in other modes of transport. Additionally, Aviation's lessons learned and associated best practices should be applied in any workplace that could gain value from such operational safety program(s).

Notwithstanding the incredible flight safety record as it relates to passenger fatalities, those employed by the airline industry have not been as fortunate. The occupational safety record of civil air transport is not only much worse than the US average but worse than other "high risk" occupations.

According to the most recent Fact Sheet Series by CDC DHHS (NIOSH) Publication No. 2012-132, Fatalities per 100,000 workers are 7.7 in aviation. That is almost double the 3.9 per hundred thousand US average. DHHS (NIOSH) Publication No. 2012-132 cited cost in injuries was \$250 million.

A recent Gallup poll showed that transportation was at the very bottom of all health indicators and the very top in negative attributes – with well being index scores below such "high risk" work as construction, mining and product manufacturing.

When reviewing just one major airline's reported injuries and OSHA 300 logs, we found that flight attendant pushing, pulling and lifting injuries are of a higher rate and with greater severity than that of the average construction worker.



These types of injuries are as common with flight attendants as those sustained in turbulence. Put together, pushing/pulling/lifting and turbulence injuries made up over half of the reported claims at this one major carrier.

The question that should be on the minds of the people in the airlines and the FAA is "How can research that looks into the mortality and morbidity of airline workers be prioritized the same way that it is in other occupations?"

Improving the health and wellbeing of almost half a million workers should be a priority. When a dollar figure can be attached to the very obvious savings associated with decreased absenteeism, injuries, and fatalities, the airline companies should be rushing to improve these conditions. When it becomes apparent that the cost savings to health plans and productivity as a result of properly researched interventions to occupational maladies serves everyone's best interest, then we get these interventions.

There already exist several models for research that work well. The first is the Transit Cooperative Research Program (TCRP). In the past few years they have funded research on bus operator health and wellness, and preventing transit operator assaults. The second is the Center for Protecting Workers Rights, which works with management, labor, NIOSH and other stakeholders to improve working conditions in the construction industry.

Some positive steps have already been taken. The most prominent is the expansion of some OSHA standards for Flight Attendants. More needs to be done. These injured workers become recipients of government disability insurance and the medical coverage that comes with it. As a result we are all paying the price for these injuries. A price that could easily be reduced or eliminated if employers simply followed the law which requires them to provide a safe and healthy workplace.



TWU Wins Full-Time Jobs at Allegiant for Hawaii Flight Attendants

TWU Local 577, representing more than 600 flight attendants at Allegiant Air, has helped secure full-time jobs for flight attendants in Honolulu, union officials said in February.

“This is a big win for our members and a great way for Allegiant to provide top-quality service on its new routes to Hawaii,” said Debra Petersen-Barber, an Allegiant flight attendant and lead negotiator for TWU Local 577. “We’re looking forward to working with Allegiant to make sure all our customers have the best possible travel experience.”

The airline, which begins service to Honolulu this week from airports in

Boise, Idaho, Phoenix/Mesa Arizona, and Spokane, Washington, had originally planned to service these and other Hawaii routes with part-time flight attendants based in Honolulu.

In October, Petersen-Barber wrote to Hawaii Gov. Neil Abercrombie and U.S. senators and members of Congress from Hawaii. The letter questioned whether Allegiant’s planned use of so-called part-timers — for a route on which each flight lasted at least 14 hours — was a maneuver “to avoid providing health care benefits for flight attendants based in Hawaii.”

Hawaii law requires an employer to pay for health care benefits for all employees

working more than 20 hours per week.

TWU also alerted the news media to Allegiant’s questionable use of part times, resulting in news stories in the Honolulu Star Advertiser, the Las Vegas Journal Review, the Las Vegas Sun, the Stockton Record, and Pacific Business News.

The airline has now reversed course and has hired full-time flight attendants, based in Honolulu, to fly current routes from California and Washington as well as the new routes launching this week from Boise, Phoenix/Mesa and Spokane.

“We’re excited to welcome new passengers and new cities to Allegiant’s Hawaii routes,” said Petersen-Barber. “And we’re especially excited that customer service on these flights will be in the hands of full-time flight attendants.”

A majority of flight attendants at Allegiant voted in favor of TWU representation in December 2010. Union members and company officials, with assistance from a federal mediator, are currently negotiating a first contract agreement.

SIGNAL MAINTAINER LOUIS G. MOORE EULOGIZED

“He Lived His Life With Extreme Passion”



Family, friends, co-workers and Brother and Sister union members said goodbye to Signal Maintainer Louis G. “Louie” Moore on May 1, 2013.

Hundreds attended the services for Brother Moore

at Gilmore’s Funeral Home in St. Albans not far from his home in Hollis, New York.

The sad farewell, attended by scores of fellow Signal Maintainers, came one week after Brother Moore was hit and killed by a train at the Broadway and 46th Street station in Astoria.

The union’s top leadership, led by President John Samuelsen attended both the funeral and wake for Brother Moore, as did top MTA officials and New York City Comptroller John Liu.

Line Equipment and Signal Division Chair John Chiarello gave the eulogy for the union. He said that the call in the early morning hours of April 24 that a Signal Maintainer had been killed, “is without a doubt the saddest and most surreal moment I’ve ever encountered since being on the job.”

“There is no question a Signal Maintainer’s and any track worker’s job is dangerous. But when confronted with the sudden death of a fellow worker under these horrifying circumstances, it takes your breath away.”

Chiarello brought a smile to everyone when recalling his first encounter with Moore, who duly impressed him with this knowledge of politics, philosophy and religion. “I remember saying to myself, what’s this guy doing in Signals? He should be a college professor.”

Chiarello concluded: “We will remember Louis as a good father, brother, friend — and union Brother. In the union there’s a saying ‘an injury to one is an injury to all.’”

Today the entire union mourns the passing of our dear brother Louis Moore.

Long time NYCT Chaplain Harry Berkowitz and Bishop Errol O’Savio also eulogized Moore. Berkowitz spoke of the composure with which Moore’s 17 year old daughter, Shalaine, received the news of her father’s passing from MTA

officials. “You gave me strength,” the Rabbi said.

His two brothers, Denis and Colin, delivered deeply touching remembrances of Louis as well. Denis said his brother “lived his life with extreme passion, searching for insight with creative intelligence,” and affectionately called him “a mad scientist, but a dear and loving father, special brother, and valued co-worker.”

Louis Giles Moore was born on May 20, 1954 in Kingston, Jamaica, the son of Wilfred and Isadora Moore. The family emigrated to the U.S. in 1969 and found residence in Queens.

Louis graduated Andrew Jackson High School in 1972. He studied at Queens College, York College, City Tech in Brooklyn and at the Vaughn College of Aeronautics and Technology in Flushing.

The family said that Louis had a lifelong passion for scientific research and was a student of history, Egyptology and the Bible.

He was a talented designer of one-of-a-kind jewelry, and believed strongly in the need to develop alternate energy sources.

He was also remembered as a quiet, thoughtful and deeply spiritual person.

Louis is survived by his daughters, Amira and Shalaine; son, Nasser; brothers, Denis and Colin; aunt, Brizela Sewell, two nieces and a host of cousins.

the 24th constitutional CONVENTION

by International
Secretary-Treasurer
Joseph C. Gordon

In just a few months, the 24th Constitutional Convention of the Transport

Workers Union of America will convene at the Mirage Hotel in Las Vegas Nevada during the week of September 23rd-27th. This is a major event for the TWU. The delegates that are elected by their respective Locals will get an opportunity to set the course and direction of the TWU for the next four years. The TWU Constitution recognizes the convention as the major governing body of our union.

The Convention provides the opportunity and the mechanism for constructive debate and the exchange of ideas and objectives amongst the delegates. Dozens of resolutions will be debated and I am confident that many of them will be adopted. Through this process, we recommit ourselves to our future,

financial resources to attend other functions that occur in-between conventions.

Delegates get an opportunity during the convention to weigh in and offer ideas and suggestions on ways to deal with some of the big issues confronting our country such as the economy, health care reform, education, the environment, globalization, Social Security, childcare, and others.

Since our last convention in 2009, today we still find ourselves faced with many of the same challenges such as fighting to ensure that there are adequate levels of funding for transportation, restricting job outsourcing, access to quality health care, workplace safety, pension protection, organizing and fully supporting and funding a state of the art, second to none, passenger rail system in America.

I know that President Little and the other top officers, including myself, are



internationally in order to achieve our common goals and objectives. Our world has expanded and so have our challenges.

And as such, the theme of our 24th Convention will be “Stronger Locals Globally United.”

There is no doubt that the past four years have certainly brought on its fair share of challenges and I am sure that we will be confronted with more challenges during the next four years. However, we cannot despair, we must continue the fight and be able to fight off and withstand the vicious attacks against labor that will most definitely come our way.

I have always been an optimist. I am confident that this upcoming convention will bring together a group of delegates that will help guide and assist us in charting a course and a vision for the next four years. This will not only demonstrate to everyone that the TWU has evolved, but that we will continue to evolve as we all work together in moving the agenda forward that has been set forth by the delegates to the 24th Constitutional Convention of the Transport Workers Union of America.

When we are united, we are invincible!!!!

...we must continue the fight and be able to fight off and withstand the vicious attacks against labor that will most definitely come our way.

supporting equal rights for all Americans, fighting for the rights of all workers to form unions and securing bargaining rights on their behalf.

The delegates will hear passionate pleas from the delegate floor about the issues that are important to them, their workplace, their families, and their communities.

The Convention will also provide us the opportunity to spend time with our brothers and sisters who we may not get to see on a regular basis and meet with some of our other Locals that may not have the

committed to continue to move forward on all these fronts no matter how long it takes or how tough the fight might be.

During the 23rd Constitutional Convention and our 75th Anniversary in 2009, President Little declared in his acceptance speech that “if we don’t evolve, we will dissolve!”

We as labor leaders must get labor’s house in order and in order to do that, in my view, we have to evolve. We have to start thinking out of the box and find ways to work closer together and with each other both domestically and

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- No annual fee and competitive interest rate
- 24/7 U.S.-based customer service
- 100% fraud liability protection
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Other Union Plus benefits that offer advice and help you save

CREDIT & BUDGET COUNSELING

- FREE credit education—tips, pitfalls, checklists, videos, credit score facts and other resources
- A written ACTION PLAN that summarizes your financial situation, provides a budget, creates a spending plan and reviews options to repay debt

AT&T DISCOUNTS

- 15% off selected monthly service charges for most cell phone and data plans
- **Up to \$200 in rebates** when you use your Union Plus Credit Card to purchase a new smartphone (\$100) or switch to AT&T, the only unionized wireless service (\$100)

UnionPlus.org/CreditCard

