

TRANSPORT WORKERS UNION OF AMERICA, AFL-CIO

UNITED INVINCIBLE

SPRING 2019 | VOL. 71 | NO. 1

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The TWU is Fighting for YOU!



If you don't fight, you
can't win. We may not
win every time we
fight, but without
a fight we are
doomed to lose.

Organizing Everything that Moves

By International President John Samuels

I've said it and I'll say it again, without any pretense because it keeps becoming more evident: The TWU truly is America's Fighting Democratic Union.

To be honest, I don't know of an employer who we aren't fighting right now. The list grows every week. We're in the midst of strategic campaigns against American Airlines, Southwest Airlines, Amtrak, the Richmond County Georgia Board of Education and Columbus, Ohio's efforts to replace TWU Bus Operators with autonomous vehicles – to name a few.

If we aren't fighting back to defend the livelihoods of our members, then what is our purpose? The TWU is running highly sophisticated, smart, successful campaigns, whether it be a local contract campaign, a fightback campaign, organizing drives, Get Out the Vote, you name it.

We're strong and we're growing. Between our last convention and today (18 months), the TWU has grown by over 10,000 members, including over 5,000 JetBlue InFlight Crewmembers. And we are going to keep growing. JetBlue rank-and-file organizers are doing old-fashioned, grassroots, face-to-face organizing with thousands of JetBlue Mechanics and Airport Ops Agents.

Our response to the Supreme Court *Janus* decision was impeccable. We landed on our feet in ways that far exceed any other union. We may have weathered the storm better than anybody, but the threat is still there. Well-funded, well-oiled machines are actively reaching out to tell members that they don't need a union. Our members are doing a great job dues keeping their chins up and fighting back – and it must continue.


For example, in Florida, a right-to-work state, Local 291 has about 97% of members paying. That means even though they are not required, members still take money out of their paycheck to give to the union. It's because they truly understand the value of having collective bargaining rights.

The TWU has an ongoing fight in Ohio against autonomous vehicles, the People Before Robots Campaign (*see p. 22*). We are the lone voice in the fight against the elimination of Bus Operators by autonomous vehicles – many others think it's inevitable, but we know from experience that when workers stand up and resist, we succeed. Other unions may not fight, and other cities may fall, but TWU Bus Operators are going to stay in the driver's seat on buses in Columbus and across Ohio.

If you don't fight, you can't win. We may not win every time we fight, but without a fight we are doomed to lose.

The TWU is going to spend 2019 propelling forward. Our brand is gaining recognition throughout the labor movement and workers continue to reach out to join us. The more we keep supporting locals in fightback campaigns, the more we can stay on the offense.

The bigger we get, the more workers we organize, the more power we project. As we increase our presence and power, we increase the job security and livelihood of our membership.





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OFFICIAL PUBLICATION OF THE TRANSPORT
WORKERS UNION OF AMERICA, AFL-CIO
Published by the Transport Workers Union of
America — ISSN 0039-8659

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

Annual subscription price \$2.00 per year.

Denise Romano, Communications Specialist

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



SPRING 2019

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Working People Stopped the Shutdown

*By International Secretary-Treasurer
Jerome Lafragola*

As we rang in the New Year, the partial government shutdown was still in effect. It dragged on for an additional three weeks, forcing thousands of federal workers to go without a paycheck.

The final straw occurred on Jan. 25, when flights were grounded at LaGuardia Airport in New York City. Physically and emotionally drained from working overtime for so long, air traffic controllers called in sick. Due to the influx of ill workers, there were not enough people to safely manage the air traffic at LaGuardia.

To prevent in-air and runway collisions of aircraft, take offs were temporarily halted. Naturally, this caused a snowball effect of flight delays across the country. Since grounded flights at one of the nation's busiest airports for just a few hours were crippling normal business, within hours, President Trump announced that he came to an agreement with Congress and the shutdown was temporarily over.

Thankfully, elected officials were able to come to another agreement and yet another partial government shutdown did not occur on Feb 15. But who do we really have to thank? Elected officials on Capitol Hill? No. The answer, as usual, is working people.

TWU members across all divisions deserve praise for remaining extra vigilant during the shutdown. As frontline workers, you doubled down on efforts to ensure the safety and security of your passengers. As TWU members, you naturally went above and beyond the call of duty in an extremely stressful situation.

Our brother and sister air traffic controllers were pushed to their limit, at the brink of collapse and had no other choice but to call in sick to work. If they had not, who knows how long the shutdown would have lasted? How much longer would workers have had to go without a paycheck?

When working people stand shoulder-to-shoulder, we can accomplish nearly anything – and what happened during the shutdown is a prime example.

Working people have an overwhelming amount of collective power. We must not be afraid to use it. There truly is strength in numbers and the number of workers living in the US greatly exceeds the elite.

Let's use this momentum and continue standing up for what's right in 2019. Keep organizing, support your co-workers, join one of the TWU International's many fightback campaigns.

Don't forget, as a TWU member, you move America. You're part of America's Fighting Democratic Union and should be proud.

Working people will always prevail. We will remain United. Invincible.



*"Let's use this
momentum and
continue standing
up for what's right
in 2019."*

Remembering Our Beloved Gwen York

“Gwen was one of a kind. She truly was. She was passionate, smart, funny and did so much for our local, the International and women in general.”

To honor former TWU International COPE Director Gwen York a year after her passing, Local 556 member Jessica Parker organized a day of service.

Members of Local 556, International Representatives Gary Schultz and Andrew Rangolan, and some of York's childhood friends spent Feb. 14 volunteering at Trusted World in Garland, TX. Trusted World supplies essential items to non-profits and local police departments, who in turn distribute them to people in need. Volunteers sorted through items to be donated to disaster victims and underserved children.



Gwen York speaking at the 25th Constitutional Convention.

“It was a sad day, but a really good day. It was nice to be around a group of friends who also knew Gwen. She was passionate about women's and political issues. What we ended up doing was absolutely perfect - a great way to honor her,” Parker said.

York was a Southwest flight attendant for 30 years, an active member of Local 556, and Chair of the Working Women's Committee. She also “reorganized and reenergized” Local 556's Women's Committee, the Women's Issues, Service and Education Committee (WISE).

“Gwen was one of a kind. She truly was. She was passionate, smart, funny and did so much for our local, the International and women in general,” Parker said. “I wanted to be able to honor her for all the great work she did.”

Trusted World happened to be located within walking distance from the house Gwen grew up in. Parker noted that because of its small space, not all those who wanted to volunteer were able. Many instead sent a donation – which totaled \$1,625.

“She was an inspiration to so many people. There's not many people out there who are able to do what she did,” Parker said. “She just wanted to empower women to do the best they could do and step outside their comfort zone.”

Visit vimeo.com/266453964 to view a video tribute to Gwen's life and work.



Everyone celebrated Gwen, including Beverly Cross, (front right) Southwest Flight Attendant and friend of Gwen York since first grade.



(L-R) Southwest Flight Attendants Katie Rosecrans, Jessica Parker, Stacy Madison, and Ann Claire Crawford.

APRIL 26 IS THE DEADLINE FOR THE

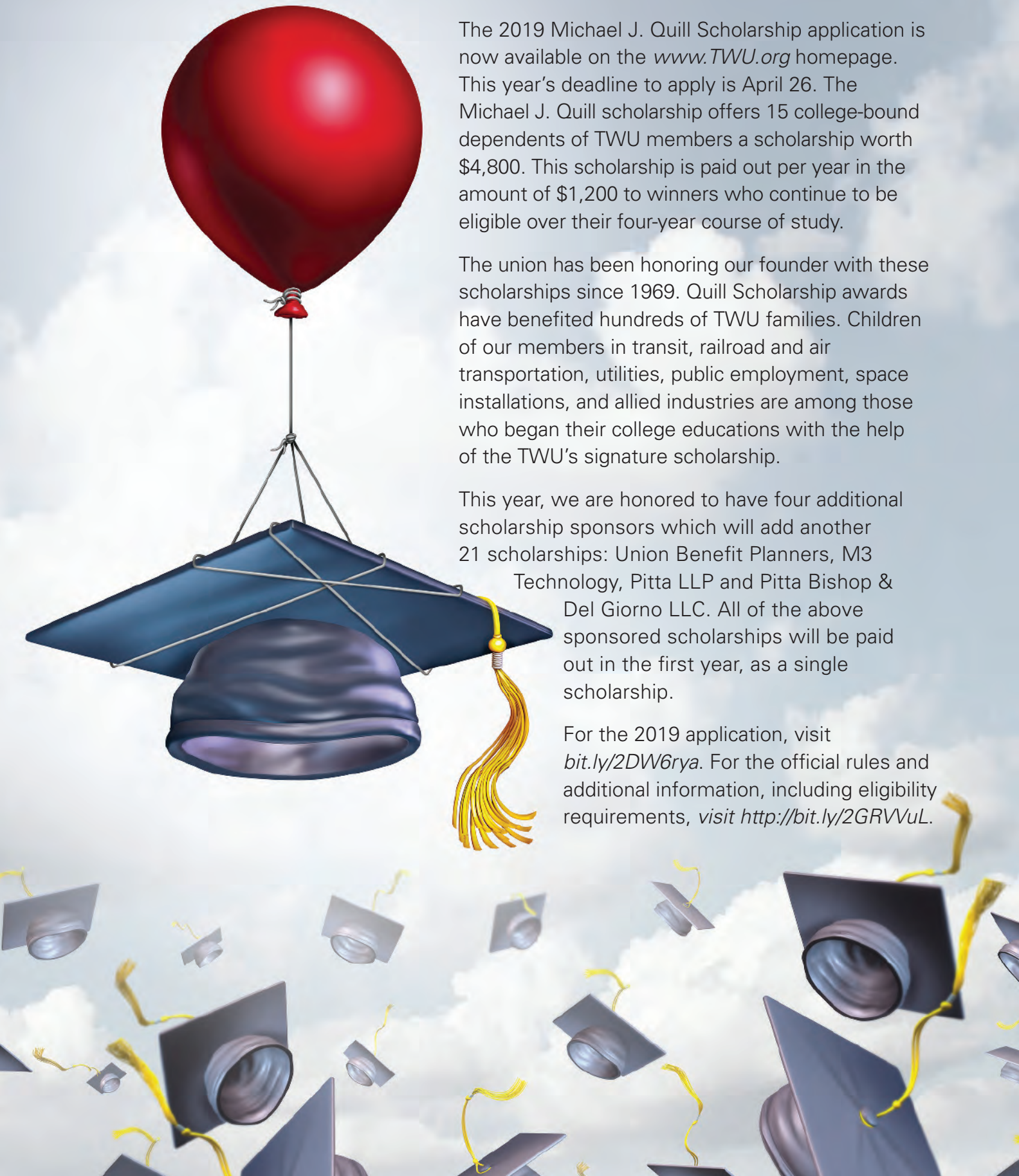
2019 Michael J. Quill Scholarship

The 2019 Michael J. Quill Scholarship application is now available on the www.TWU.org homepage. This year's deadline to apply is April 26. The Michael J. Quill scholarship offers 15 college-bound dependents of TWU members a scholarship worth \$4,800. This scholarship is paid out per year in the amount of \$1,200 to winners who continue to be eligible over their four-year course of study.

The union has been honoring our founder with these scholarships since 1969. Quill Scholarship awards have benefited hundreds of TWU families. Children of our members in transit, railroad and air transportation, utilities, public employment, space installations, and allied industries are among those who began their college educations with the help of the TWU's signature scholarship.

This year, we are honored to have four additional scholarship sponsors which will add another 21 scholarships: Union Benefit Planners, M3 Technology, Pitta LLP and Pitta Bishop & Del Giorno LLC. All of the above sponsored scholarships will be paid out in the first year, as a single scholarship.

For the 2019 application, visit bit.ly/2DW6rya. For the official rules and additional information, including eligibility requirements, visit <http://bit.ly/2GRVVuL>.



Local Executive Boards Sworn In



(L-R) Local 248 President Brenda Applewhite, Secretary-Treasurer Latia Brown, Executive Vice President Ronald Fries, Recording Secretary Fran Carter, and Executive Board members Hansel Qollie and Tim Dixon.



(L-R) Local 526 Secretary-Treasurer Angela Call, Vice President Chris Archer, Executive Board Member Eric Johnson, Executive Board Member Robert Dukes and President Steve Gunn are sworn in by Local 525 President Kevin Smith.



Members of the Local 241 Executive Board are sworn in by Transit, Universities, Utilities and Services Director Curtis Tate.



International Rep Carl Martin swore in members of Local 171's Executive Board on Feb. 10.

TWU & APFA Protest AA

On Feb. 25, TWU Locals 513, 514, 556, 567 and 591 joined the Association of Professional Flight Attendants' (APFA) protest outside the American Airlines Leadership Conference in downtown Dallas. APFA President Lori Bassani is pictured with TWU Local 513 member Brian Parker (bottom, left).



Local 100 Mass Meeting

Local 100's Mass Meeting took place on Jan. 19. International President Samuelson was one of the speakers. Photo courtesy of Joseph M Calisi



Honoring Martin

TWU members and leaders from locals across the country participated in Dr. Martin Luther King Jr. Day events, workshops, community service projects and marches in Washington, DC and Houston, TX. Check out the photos!

Washington, DC



Luther King, Jr.

Houston, TX



Transit Division Holiday Challenge

Over the 2018 holiday season, Transit Division locals participated in a friendly "Holiday Challenge." Locals selected a service to take part in, including clothing drives, coat drives, shoe drives, food drives, toy drives, etc.

The New York/New Jersey State Conference

participated in a toy drive. This year, they partnered with the A. Phillip Randolph Institute Hudson County Chapter - of which New Jersey State Conference Chair Steven Hamm is President. The event took place on Dec. 22 at New Redeemer RE Church in Jersey City, NJ.



STATE CONFERENCES

California State Conference



Members of the California State Conference met in El Segundo on Nov. 27.

Oakland District 4 Councilmember Candidate Sheng Thao met with the California State Conference.



Florida State Conference

Congressman Mario Diaz-Balart (FL-25) met with Florida State Conference members.

The Texas/Oklahoma State Conference will meet on May 7 at Local 260's Union Hall in Houston, TX.

GEORGIA STATE CONFERENCE



Members of the Georgia State Conference convene in Augusta.



Georgia Gubernatorial Candidate Stacey Abrams met with members of the Georgia State Conference.

The TWU Legislative Department closed out 2018 sending comments on the Department of Transportation's (DOT) document on the Future of Automated Vehicles, as well as a letter to the Federal Trade Administration (FTA) urging them to uphold the worker protections that the TWU fought for during the FAST Act.

When the partial government shutdown extended through the new year, the TWU sent a joint letter to Congress along with the other unions of American Airlines: the Allied Pilots Association (APA), the Association of Professional Flight Attendants (APFA), and the International Association of Machinists and Aerospace Workers (IAM).

Comments on DOT's AV Document

On Dec. 3, the TWU filed comments to a DOT document called "Preparing for the Future of Transportation: Automated Vehicles 3.0" (AV 3.0). This DOT guidance document seeks to rush the use of driverless transit buses without much consideration for how it could harm workers and public safety. The TWU's comments urge the DOT to reverse the course laid out in AV 3.0 and to address the needs of workers and the public who could be hurt by this technology.

"The TWU believes this technology remains unproven and unsafe. A number of incidents have occurred when this advanced technology did not function properly, resulting in dangerous situations, including some that were fatal. It stands to reason that those dangers would be greater if public transportation buses carrying upwards of 100 passengers suffer from similar defects," wrote the TWU. "Additionally, and critically, this technology could have devastating impacts on the millions of Americans employed in driving and driving-related occupations. This fact must be addressed responsibly and proactively."

The letter calls the policy "misguided and dangerous."

"The 'barriers' that AV 3.0 references are the regulations that DOT, its modal agencies, and the States put in place on the basis that they were necessary to protect public safety. While these safety standards are dismantled, no new regulations will take their place," it explains. "As a result, the public will be subject to the whim of manufacturers and the industry, which may or may not adhere to the voluntary standards."

The letter urged representation to support the Aviation Funding Stability Act of 2019 (H.R. 1108) introduced by Transportation and Infrastructure Committee Chairman DeFazio (D-Ore.) and Aviation Subcommittee Chairman Larsen (D-Wash.). Their bill would give the Federal Aviation Administration (FAA) the authority to use the Airport and Aviation Trust Fund to fund continuing operations during a federal government shutdown. Although there is no shutdown on the horizon, this legislation would avoid putting aviation safety at risk in the case of a future shutdown.



Shutdown FAA Funding Letter

On Feb. 13, the TWU sent a joint letter with the APA, APFA and IAM urging Congress to support H.R. 1108.

"The recent partial federal shutdown put the safety and security of the aviation system at risk. FAA employees were forced to work without pay or were furloughed. As a result, the complex and time-tested network of safety protocols were stretched to the breaking point," the letter explains. "Air traffic controllers was fatigued, aviation safety inspectors were unable to perform their essential functions, and the national airspace system was at risk like never before. The aviation industry and the American people cannot allow this to happen again."

As this issue went to press, a bipartisan group of 124 US Representatives have agreed to cosponsor the legislation.

President Samuelsen sent a memo to Air Division members during the partial government shutdown, urging them

to remain vigilant: "The chaos of this shutdown has severely eroded the layers of safety protocols that keep our aviation system safe. As frontline airline workers, you must be extra diligent regarding safety and security. Lives may literally depend on it."

Air Division members went above and beyond the call of duty.

FTA Letter to Uphold FAST Act

On Nov. 13, the TWU sent a letter to the FTA urging them to uphold FAST Act worker protections. As you may recall, Congress enacted the FAST Act in 2015, which renewed public transportation programs and Amtrak for 5 years. The TWU successfully fought hard against schemes to privatize public transportation, and in doing so, we secured important worker protections. Our comments urge the FTA to make sure those protections are upheld.

"The TWU fought for these provisions to help ensure that the agreements and investment decisions considered under the pilot program proactively address public interest concerns and protect workers," the TWU wrote. "These considerations are necessary because when private entities take control of public transit delivery, the goals of the private partners can differ from those of public transit riders and the system's workers."

The letter explains the dangers of the privatization of public transit and how "the public ultimately bears financial responsibility for repaying the private partners and control of the asset."

On Feb. 14, the House and Senate approved the 2019 transportation funding legislation.

TWU Urges Passage of Never Forget the Heroes Act

President Samuelson sent letters to the House and Senate, urging elected officials to support the Never Forget the Heroes: Permanent Authorization of the September 11th Victim Compensation Fund Act (S.546, H.R.1327) sponsored by Senators Kristin Gillibrand (D-N.Y.) and Cory Gardner (R-Colo.), and Representatives Carolyn Maloney (D-N.Y.) and Peter King (R-N.Y.).

"This legislation is crucial because it would ensure that all the first responders and survivors of the September 11th terror attacks who were sickened by the toxins at Ground Zero receive full compensation through the September 11th Victim Compensation Fund (VCF) – not just now but into the future as more and more become ill with September 11th-related diseases," Samuelson wrote.

On Feb. 15, 2019, the VCF announced that sickened and injured September 11th first

responders and survivors would receive cuts to their benefits.

"This is unconscionable," Samuelson said. "It was the federal government that deemed the air around Ground Zero safe to breathe when it was clearly filled with carcinogens and toxins created from burning concrete, drywall and chemicals.

"In fact, over 3,000 New York City transit workers – members of TWU Local 100 – rushed to ground zero that day to support recovery efforts and worked on the scene in the following weeks. Hundreds of other TWU members employed throughout the greater New York area responded as well. They assisted in the painstaking search for victims and the removal of hundreds of tons of construction debris.

"They drove the subways and buses that brought countless New Yorkers swiftly away from the disaster site and rushed in hundreds of emergency responders to render aid. Our brothers and sisters picked up passengers from the Cortlandt Street/World Trade Center subway stop just as the

towers fell. They brought in heavy rigs and began hauling 80,000-pound loads of debris by tractor trailer from the site. They cut steel and put a super crane, which usually lifts sections of railroad track, into service at the site. For months after the attack, TWU members were onsite ferrying construction workers, police officers and firefighters as well as maintaining the heavy equipment utilized in the excavation.

"Nearly two decades later, more than 45,000 people are suffering from at least one certified September 11th condition, including chronic diseases like asthma, obstructive pulmonary disease, gastroesophageal reflux disease and cancer – through absolutely no fault of their own. We know that number will only continue to grow.

"These heroes and their families deserve to be compensated for their years of sacrifice. This isn't about politics, this is about honoring and respecting the workers who laid their bodies on the line and sacrificed their own health for the sake of our country," Samuelson concluded.

TWU Participates in International Transportation, Labor and Manufacturers Summit in Vatican City

TWU leadership participated in a Transportation, Labor and Manufacturers summit held at Casina Pio IV in Vatican City, March 4-5. The summit was sponsored by the International Transport Workers Federation (ITF) and the Vatican's Chancellor of the Pontifical Academy of Sciences (PAS). International President John Samuelson, Secretary-Treasurer Jerome Lafragola, Transit, Universities, Utilities Services Director Curtis Tate and Air Division Director Mike Mayes attended.

President Samuelson and Secretary-Treasurer Lafragola both gave addresses at the summit, stressing the importance of worker solidarity in the age of new automation. Videos can be viewed at www.twu.org.

Workers do not have to simply accept that technology will displace them. Instead, they need to organize and take part in their union's fightback campaigns.

"The speed and complexity of this new technology is incredible," Lafragola said. Therefore, all politicians must rapidly begin to develop appropriate social structures to deal with potential negative worker impacts. Some elected officials are eager to use this technology to decarbonize our world, but they are not talking at all about the effects on jobs and careers.

"A carbonless economy transport system does not equate to a workerless economy and transport system.

Electric buses do not need to be driverless," Samuelson said. "It's a primary role of organized labor to defend workers caught up in this new world and to compel elected officials to adapt social structures that are fair and just for working people. Lessons from NAFTA must be learned and not repeated. Democrats and Republicans duped everyone into thinking retraining and repurposing factories would bring back jobs – but they did not. It was this big promise that brought us the Rust Belt and President Trump.

"Failure by the government to create new structures to deal with this new economy will create the greatest wage disparity we have ever seen. All of the positive capital outcomes will go to the super wealthy and all of the associated societal negatives will get chained to everyone else," Samuelson explained. "The massive, unprecedented profit that will arise from the elimination of workers is going to have to fund these new, necessary, worker protecting structures.

"It's 'now or never' time very soon. Politicians must show some backbone to ensure a fair and just transition to this new world. If they don't, there will be a social upheaval in America on a scale which none of us has ever seen," Samuelson concluded.

The TWU's remarks at the summit was covered by *The Chief Leader*.



TWU International leadership visited DFW on Feb. 21 to launch the AA Should Care Campaign.

AA Fight Goes Public: TWU Locals Launch *American Airlines Should Care* Campaign

The TWU is bringing the contract fight with American Airlines to the public.

On Feb. 20, a dozen TWU locals launched the campaign, American Airlines Should Care, focused on educating the public on the issues affecting Air Division members.

For over three years, the TWU has been engaged in contract negotiations with American Airlines and has been embroiled in a battle to save U.S.-based jobs that are vital to the safety and security of America's air travelers and flight crews. Now it's time to get the general public on our side and educate them about American Airlines' unfair and potentially unsafe practices.

As a TWU member, you can help spread the message on behalf of your Air Division brothers and sisters. We cannot do this without you! The objective of sharing this campaign with your family and friends is



Locals 513, 514, 556, 567 and 591 joined the Association of Professional Flight Attendants' protest at the American Airlines Leadership Conference in downtown Dallas on Feb. 25.



to help spread the message of our continuing struggle to settle a contract with American Airlines.

Here's what you can do to help and find more information:

- Visit the campaign website: AAShouldCare.com
- Follow on Facebook: @AmericanAirlinesShouldCare

- Follow on Twitter: @AAShouldCare
- Sign the Petition: <http://chnng.it/thyrrtmzJb>
- When posting on social media, be sure to use the hashtag #PowerofCaring. The slogan is "Discover the #PowerofCaring"

This campaign is supported and paid for by TWU Locals 501, 502, 505, 507, 510, 512, 513, 514, 529, 567, 568, and 591.

American Airlines Contract Update: Unions Refuse Additional Concessions

The contract fight between miserly American Airlines and the TWU-IAM Association is in a new stage. The Association has taken a hardline position and refuses to make any more concessions.

Negotiations were taking place in Dallas as this issue went to press.

During the last negotiating session on Feb. 15 in Atlanta, the company's hardline attack on the work we do, our Scope, continued. The Association's basic Scope proposals remain to secure the work we do today in all classifications. Our Scope proposals are a near zero cost to the company, since it is work we are performing today, yet company negotiators continue to insist we concede and give away that work.

It is unconscionable that the largest airline in the world, making billions annually in profits, is fighting to take away our security and rights to better shifts or days off by demanding more outsourcing. Their CEO, Doug Parker, has publicly boasted, "We will never lose money again," yet American is proposing we accept a contract that would outsource 2,200 Heavy Maintenance jobs, allows them to almost double the amount of Line Maintenance work now done in foreign countries, grants them the power to transfer Stores and GSE work to vendors, decimates our facilities maintenance membership and outsources Fleet Service work as they see fit.

Company negotiators demanded we accept inferior health care plans without having a say in their cost or plan design. Finally, even if all other elements of the joint collective bargaining agreement (JCBA) came together in that negotiating session, American still demanded we accept less in retirement than exists today or what other employees receive.

Association negotiators are refusing to bring a JCBA to the membership that is viewed as concessionary in benefits, work rules, and annual compensation nor further diminish our Scope to pay for it.

With the company's ongoing onerous demands, this may be shaping up to be a very long, hot summer - and not just because of the weather. We hope cooler heads can prevail, but with just six more negotiating days scheduled by the NMB, it seems American negotiators have painted themselves into a corner.

For over three years, American leadership has made us promises of industry-leading contracts. The time is now to deliver on those promises.

We must continue to prepare for the fight of our careers. By standing together as one, in solidarity to preserve our jobs and our livelihood, we will prevail.

The next negotiating session is scheduled for the week of April 22 in Fort Lauderdale.



President Samuelsen touring Miami with Local 591 in February.



Negotiating team members: Brendan Moriarty, Stacey Bassford, Sonia Payne, Dee Lozito-Klimar and Ernesto Gomez.

JetBlue IFC Negotiations Take Off

JetBlue InFlight Crewmembers (IFC) have been negotiating their first-ever collective bargaining agreement (CBA) since August – and the negotiating team said things at the bargaining table have been mostly blue skies. The TWU International Communications Department caught up with members of the JetBlue IFC negotiation team during a session in late January in Washington, DC.

In only six months, tentative agreements have been reached on at least 15 items, including a grievance procedure article.

Air Division Director Mike Mayes is leading the negotiations and President John Samuelsen has met with the team in both New York City and Washington, DC.

Stacy Bassford, based out of JFK International Airport in New York, noted that the grievance procedure is “the spine; it holds everything up. The most important issue that came up during organizing was at-will status. Those procedures to protect our crew members from unjust termination – we are really excited about that.”

Other items that tentative agreements were reached on include:

- Probation
- Non-discrimination
- Commuter policy
- Moving expenses
- Health & Safety
- Leaves of absence
- Medical examination
- Furlough and Recall

Other items still on the table include:

- Paid Time Off (PTO)
- Attendance
- Scheduling, Bidding, and Trip Trades
- Expenses

Economic issues are not being discussed at this time.

“It’s not the easiest stuff, we took a pretty deep dive,” said Brendan Moriarty, who is based out of Long Beach Airport in California.

The Road to Representation

The road to TWU representation wasn’t easy for JetBlue IFCs. Since its inception in 2000, the airline had absolutely no union representation for Flight Attendants or IFCs – until now. Organizing efforts have been going on since 2013.

“It took a long time to organize JetBlue,” noted Sonia Payne, who is based out of Boston Logan Airport.

“Lots of work was put into it,” added Ernesto Gomez, based out of Orlando International Airport.

Dee Lozito-Klimar, who is based out of Fort Lauderdale International Airport, explained, “We were respectful of current policies. Issues we had didn’t come out of nowhere. We weren’t trying to totally change the culture at JetBlue, but instead look at other TWU contracts, more industry-wide, standard contracts, that we could be on par with.”

All agreed that while the experience may be a “massive responsibility,” it’s extremely rewarding.

“It’s a tremendous honor to be elected by our co-workers... It’s humbling and eye opening,” Moriarty said. “There have been a number of learning experiences along the way, but we feel enheartened by the support and enthusiasm. Doing this is fulfilling and easier when you have that tremendous kind of support. I’m so proud to be part of this team.”

Bassford added, “I’m excited and proud. We didn’t even know exactly what we were jumping into until we were in it. I met a lot of people I otherwise wouldn’t have met.”

Secrets to Success

The negotiating team shared advice for others thinking about organizing.

“For people who may not think your company needs a union: once you understand what a union does for your job and for you, you will have a different outlook,” said Payne. “The power

of a union isn't just job security, it's a happy work environment." "We are stronger in our resolve to do the right thing to get a contract," Lozito-Klimar added.

"There will be frustrations, setbacks and stumbles, but you believe in the process. Believe in organizing, get involved. The more involved the stronger your effort will be," Moriarty said. "Talk to your people, your fellow colleagues respect you and your opinions."

"The power of the people is more powerful than the people in power," Gomez noted. "Corporations rent people. They don't see souls, they see numbers."

"Nothing happens when you're sitting on the sidelines waiting," Bassford said, noting that she began her career at JetBlue. "This is where I plan to retire, so I want it to grow and be successful and I will have the job security to do that."

Sign, Baby, Sign! Organizing JetBlue Mechanics and Passenger Service Agents

Energized and inspired by future TWU representation, JetBlue IFCs are helping organize fellow JetBlue Mechanics and Passenger Service Agents. Grassroots hand billing and organizing are in full force at JFK Airport.

In fact, the drive has made such waves that the company decided to reach out to workers, "warning" them that the "grass isn't greener on the other side" when they sign a union card. JetBlue management has sent emails and handed out flyers to potential future TWU members.

To dispel the myths, TWU organizers will be in and around airport, reservation and maintenance locations in the upcoming months.

For updates, please visit the official webpage www.twu.org/jetblue/



JetBlue IFCs Abby Valencia and Leah Weintraub hand billing at JFK in November.

TWU Blasts American Airlines, Southwest Airlines CEOs for Hiding Compliance Failures, Severely Jeopardizing Safety

The On Feb. 6, President John Samuelson sent letters to American Airlines CEO Doug Parker and Southwest Airlines CEO Gary Kelly, demanding they stop covering up airline maintenance compliance errors.

The letters came on the heels of a bombshell report by the CBS Morning News, in which airline mechanics and technicians talked about being pressured to cover up serious maintenance issues, putting the flying public and aviation workers at serious risk.

"As CEO of American Airlines, you are responsible for the pervasive practice of intimidation that exists," the letter to Doug Parker says. "It is atrocious and immoral that, solely in order to improve the

company's profitability, you would allow and oversee a system that potentially places air travelers at risk. You must correct this deadly serious situation. The first step in correcting these conditions is to first recognize that your company has a problem, and thus far you've failed to do so."

"Your company's acknowledgement that you knowingly hide compliance failures is extremely disturbing and an absolute disgrace," writes the TWU to Gary Kelly. "Even more disturbing and disgraceful were the cavalier and dismissive answers given by Southwest executives regarding the company's attitude toward safety."

You can read the full text of the letters on www.twu.org.

Meet Local 568's New Executive Board

Local 568's new Executive Board was sworn in at the International Executive Council and Board meeting in Miami Beach on Feb. 6. Members talked about how important it was for locals to have a good relationship with the International.

"It's always important to recognize the International and the way I see it, they are the umbrella that covers us from the rain, the sun - they protect us whenever we need them," said Local 568 President Luis Rodriguez. "That's why we have to build a good relationship with them, otherwise the members will suffer the consequences and we don't want that."

"It's good to know they are going to have our back," added Local 568 First Vice President Chuck Hernandez. "It's always nice to have a good rapport with them."

Local 568 Second Vice President Joe Catucci agreed, "Having their backing, their support, helps us greatly and it's good to know they are just one phone call away to help us solve all our problems."

Executive Board member John Whitehead



Members of the Local 568 Executive Board are sworn in on Feb. 6

said the local has already reached out to the International for assistance. "They have resources we just don't," he explained.

"The way I see it, the International is the head of a pyramid and we are the

base," explained Local 568 Executive Board Member Ralston Headley. "In order to have a strong head, you need a strong base, and a strong base with a strong head together builds a strong union."

For the latest Air Division Updates, visit
<http://www.twu.org/divisions/air-division/>

TWU Believes UPS Aircraft Dispatcher Contract Negotiations Have Reached an Impasse

After 46 months of bargaining, the TWU believes contract negotiations between our Aircraft Dispatchers and United Parcel Service (UPS) have come to an impasse. We have been engaged in mediation since Aug. 26, 2016. On Jan. 9, we sent a request to the National Mediation Board (NMB) to be released from mediation.

The TWU and UPS could not reach an agreement because UPS has not offered enough in wages and their pension proposal falls significantly short when compared to other unionized UPS airside workgroups.

TWU Dispatchers perform many duties that improve shareholder value, including helping create fuel

savings, improving on-time performance and providing flight crew safety. They deserve a pension inline with other UPS airside workgroups.

"It seems like UPS is committed to lowballing and undercutting the value that TWU Aircraft Dispatchers bring to improving the company's bottom line," said International Vice President and Air Division Systems Coordinator Gary Peterson. "TWU members simply will not continue to sacrifice the fruits of their labor while management and shareholders alone reap the rewards of their efforts. The TWU will not rest until our Air Dispatchers have a contract that fairly compensates them for all of their hard work."

Newest TWU Members Are Kalitta Air Dispatchers: 85% Voted 'Yes'

The newest members of the TWU family are Kalitta Air Dispatchers. On March 5, the vote count was announced at the National Mediation Board in Washington, DC: 85% voted "Yes" for TWU representation.

"The TWU continues our organizing success," said President Samuelsen. "Congratulations to these workers who have just added a layer of security to their livelihoods!"

John Cash is a Flight Dispatcher for Kalitta Air and lives just outside of Detroit. He said that Kalitta Air has grown from "a mom & pop business to a fairly large cargo operation quite quickly" and the relationship between the employer and employee has done the opposite.

"Quality of life is a big part of it. The pay scale system is something we have never had," Cash explained. "The company has been around in one form or another for 20-plus years and there are people there the entire time who have never moved up."

"We don't want to be employed at-will," he continued. "We love that we are going to have union representation at the bargaining table now. We just want our lives to be better - not just for ourselves - for everybody."

TWU Organizing Director Steve Roberts, who spearheaded the campaign with TWU Assistant Organizing Director Sean Doyle, said that the negotiating team will work for defined working conditions, hours, benefits and job security.

"I'm incredibly happy and humbled to welcome more members to our TWU family," Roberts said. "I look forward to the next steps of negotiating a fair contract."

"It's no secret there is strength in numbers," Doyle said. "Now, not only do Dispatchers for Kalitta Air have the security of union representation, but also the TWU has even more clout so we can fight for our members even harder."



Organizing Director Steve Roberts, Flight Dispatcher John Cash and Assistant Organizing Director Sean Doyle before the March 5 vote count.

CAMPAIGN UPDATES

Spirit Air CSAs Open Negotiations

Soon after the Spirit Airlines Customer Service Agents (CSAs) in Fort Lauderdale completed their historic election for the TWU as their bargaining representative, Air Division Director Mike Mayes notified Spirit Air that the TWU was prepared to open negotiations.

The Spirit Air negotiating team is represented by several Spirit CSAs, assisted by International Vice President and Air Division Systems Coordinator Gary Peterson.

"They know their scope of work better than anyone," Peterson said. "While the agents understand that the first contract can be difficult, they are well prepared and began bargaining with several proposals in hand for the scheduled sessions."

As negotiations continued, Shirley Duff, an Operations Agent represented by Southwest Airlines, was added to the TWU Air Division staff to better support the Spirit Air agents and other similar groups as we move forward.

"It became clear early on that this group needed a representative that understood their groups' concerns and

Shirley quickly stood out as the right person for the job," Peterson explained.

The Spirit Air negotiating team and the TWU look forward to delivering a first contract to these CSAs, who have gone far too long without any job security or work rules.

Boots on the Ground in Lee County

The TWU International Organizing Department spent a few weeks on the ground in Lee County, Florida, where we are holding an organizing drive for public workers. We are currently in the card signing process, with the potential of representing 1,000 new members employed by Lee County Transit, Public Works, Fleet Management and Parks & Recreation. *For updates, visit www.twu.org/lee-county/.*



Crusade to Oust Amtrak President Anderson Continues

The Railroad Division's crusade to oust slash-and-burn Amtrak CEO President Anderson continues. As with every TWU fightback campaign, several tactics were put in motion: a survey of Amtrak riders, a lively press conference in front of Boston South Station, an online petition to the Amtrak Board of Directors to fire Anderson and a new campaign website: OutsourcingExpress.org.

Survey Says: We Love Amtrak Workers

In August, Amtrak released a Request for Information (RFI), seeking outside vendors to replace approximately 1,700 onboard food and beverage service workers. Submissions were due in late January and Amtrak has yet to make them public as this issue went to press. As a response, under the banner of the Amtrak Service Workers Council (ASWC), comprised of the TWU, UNITE HERE and TCU/IAM, we put out our own "RFI" in the form of a passenger survey.

Between Sept. 28 and Nov. 24, 2018, 264 Amtrak passengers from across the country took the survey, which was distributed via Facebook and targeted toward users who showed an interest in Amtrak, trains and rail travel in general. The ad appeared on Facebook, Twitter and Instagram. The survey asked respondents to say "YES" or "NO" to three statements:

- "When riding long-distance routes/lines, I would rather have/would

prefer freshly prepared meals served in the dining car, not a packaged meal served in a box." **98.1% said "YES"**

- "I feel more comfortable riding Amtrak knowing that all onboard food service workers are trained first responders who know what to do in case of a medical or other emergency. I wouldn't feel as confident riding the train knowing it was staffed by outside contractors." **94.3% said "YES"**
- "Amtrak's great quality and service is due to the work of dedicated, trained employees with decades of rail service. These careers provide an entry to the middle-class. Amtrak shouldn't be putting good quality jobs and service at risk by hiring inexperienced, likely low-paid contractors." **94.3% said "YES"**

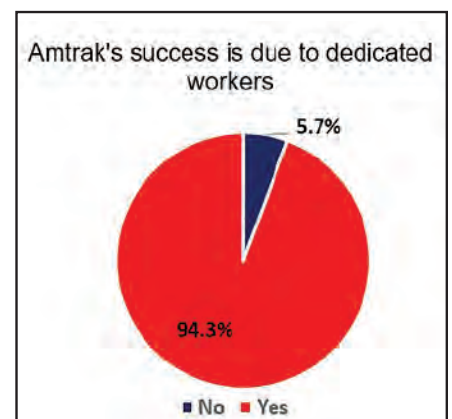
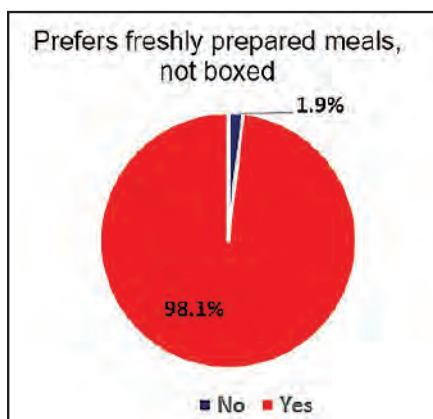
In addition to the 264 who took the survey, Amtrak riders provided 180 separate comments, most lamenting the loss of hot, freshly served meals in the dining car and calling for the ouster of President Anderson. Comments included:

- "They are not really concerned with customer satisfaction. If that was the primary concern, along with safety, getting rid of employees and food service and actual humans at stations to assist the customer wouldn't be the norm. Sad. Write your congressmen and senators if they're not in cahoots." - Francine Forester

- "Absolutely opposed to the current Fresh, contemporary menu selections on the CL and LSL. I want to see 24/7 food service on every route." - Daniel Lilly
- "Outsourcing will not make it better. Only cheaper...people enjoy eating on the train. They look forward to the dining car. I have enjoyed it many times in the past." - Sharon Rogers Garrard Gamble
- "BRING BACK HOT FOOD ON ALL LONG-DISTANCE TRAINS! No one wants a cold box lunch. Passengers can bring their own cold box lunch. Amtrak is better than that, or at least they used to be..." - Jeri McGee
- "Stop serving plastic food, it is horrible!!!!" - Scott Nelson
- "I hate Anderson, what he's doing is unforgivable! Get Anderson fired from Amtrak RIGHT NOW!" - Brian Falzon
- "This guy is bound and determined to destroy passenger service in America." - Mike Hutton

Boston Press Conference

The survey's results were announced at a press conference in front of Boston South Station on Monday, Dec. 17. Members of the ASWC were joined by TWU Air Division locals and Massachusetts State AFL-CIO President Steven Tolman.



"The responses from the survey prove what we have been saying all along: Amtrak passengers prefer freshly prepared food, are more comfortable riding with onboard service workers who are trained first responders. Amtrak should recognize that the success of our national rail system is due to the hard work of our dedicated members," said Railroad Division Director John Feltz. "President Anderson has absolutely no concept of the work that we do, nor does he care. If he thinks he can toss away trained professionals like yesterday's trash, perhaps the same should be done with him."

"I've seen first-hand how this villain has degraded passenger services and wrecked employee morale by furloughing some of our onboard chefs," said TWU Local 1460 President Amy Griffin. "What's happening at Amtrak is just not right. It's not right for workers. And it's not right for passengers, who expect quality service when they ride the train."

The press conference was covered by *The Boston Globe*.

Petition to Fire Anderson

In early February, the TWU launched a petition to the Amtrak Board of Directors to fire Anderson and preserve and protect our national rail network.

As this issue went to press, more than 1,400 people have signed.

Website

The TWU created a website, *OutsourcingExpress.org* where you can join the campaign, sign the petition and find out more information. Visit it for the latest updates.

Looking Ahead

As this issue went to press, the ASWC was planning a Lobby Day on Capitol Hill April 4. Next stop for a press conference is Chicago this spring.

The Unsung Heroes of the Thanksgiving Acela Disaster: Railroad Division Members

When Acela #2230 was stranded for hours on Nov. 25, 2018 with no power or functioning bathrooms, it was TWU Local 1460 members who distributed snacks and beverages to the marooned passengers and provided a sense of security during the harrowing ordeal.

The Boston-bound train coming from Washington, DC got stuck outside New York Penn Station due to debris stuck in the train's pantograph, the jointed framework that provides electric current to the train. Passengers were stuck on board the train with no power or access to running water for about six hours.

"As usual, our members went above and beyond the call of duty, making sure all passengers were as comfortable as possible – considering the situation," said TWU Local 1460 President Amy Griffin. "They deserve the utmost praise for keeping a cool head in a sticky situation and providing stellar service."

Railroad Division Director John Feltz stated, "The TWU has a deep understanding of the word 'service.' When passengers were left high and dry for hours, it was onboard service workers who made sure everyone had the right amenities. I can't commend them enough."



Everyday Heroes

Bus operators provide an essential service. But, they do so much more than drive – as evidenced by these anecdotes of TWU Transit Division members who are *Everyday Heroes* – going above and beyond the call of duty, all in day's work.



Elijah Saleem, Local 291

Elijah Saleem, 34, has been a bus operator for Miami-Dade County since 2011. He said it was “a no-brainer” to join the TWU on his first day on the job.

The evening of President's Day, Feb. 18, Saleem was driving his bus north on NW 155th Street and 27th Avenue when he saw a car go into a canal. He immediately and safely stopped the bus and waded into the water to rescue the occupants - a man in his 20s, his sister and his one-year-old son.

“I got into the water and the man threw me his son. I grabbed his son, made sure he was safe, extended my arm and said, ‘I can take you guys, too.’ I was still able to stand. So, I reached my hand out, he grabbed her with one hand and mine with the other and I was able to pull them out,” Saleem recalled. “I wasn’t thinking. It was like an out-of-body experience. It was like my instincts had taken over.

“It felt awesome, because sometimes you see this type of situation and some people don’t make it out. Most of the time you hear about this stuff, it doesn’t

turn out for the better - you could get entangled in seaweed or dragged down by something,” he continued. “To know everyone made it out okay, I feel blessed and grateful.”

Saleem talked about the importance of having a living, breathing person operate a bus.

“For situations like this, it’s the human experience that is paramount,” he continued. “It’s more than just driving a bus: There’s an emotional and physical connection; a responsibility that comes with being behind the wheel.

“We have to recreate the connection we once shared before everyone had cell phones. We have to start looking out for one another better,” Saleem said, noting that if he had pulled out his phone to

film the car in the canal instead of pulling over, lives could have been lost.

“Stop trying to be the first one recording breaking news and get back to doing what’s right,” he advised.

Stacey Pagano, Local 252

In December 2018, Local 252 member Stacey Pagano was driving Longwood Elementary School students home when she realized a first grader sitting in the second row, against the window, was being choked by the scarf around her neck.

Two other first graders were sitting in the seat behind their classmate, reaching into the space between the seats and pulling on the scarf, totally unaware that they were tightening it around the neck of the girl.



Local 252 Mechanics

Local 252 member Frantz Ceteoute was working on the tire of a bus when the bellows came out the evening of Nov. 19. The bus collapsed onto his head, crushing it.

Fellow mechanics Angel Gonzales, Dashea Cooper, Michael Pizzuto, Paul Scott, Norman Labossiere, Santhos Rajenedran, Aaron Jaffar, Benny Russell, Serge Toussaint, Shane Williams, Eddy Francois, Steven Kelly, Gregory Blunt, Robert Sutton and Ed Carpio quickly rushed to his rescue, using jacks and forklifts.

Thanks to these lightning-quick actions, Ceteote’s life was saved. Though he is still recovering from head trauma and has not yet returned to work, Ceteote and his family are grateful for his co-workers’ intervention.



When other children alerted Pagano that the student was choking, she immediately pulled the bus over and called 911. Seeing that the girl was losing consciousness and turning blue, Pagano loosened the scarf as they waited for emergency services to arrive. The student was rushed to the hospital by ambulance and kept overnight, but survived.

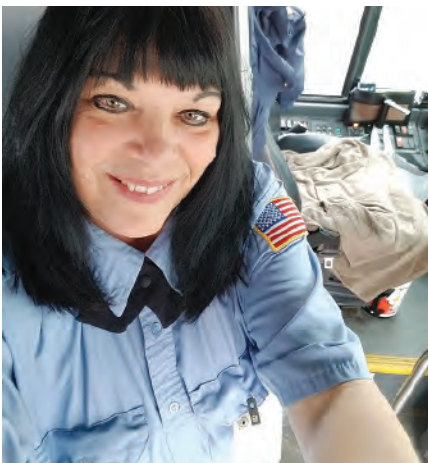
“Without the fast actions of driver Stacey Pagano, this six-year-old-child would not be alive today,” said Local 252 President Debra Hagan.

Elizabeth Rucker Olivera, Local 252

On Wednesday, Feb. 20, at 6:30 a.m., Local 252 member Elizabeth Rucker Olivera was operating her bus along her route for Suffolk Transit when she noticed a toddler wandering on the sidewalk wearing only a T-shirt and underwear and screaming. It was freezing cold out outside - just 27 degrees.

Olivera quickly pulled over, called 911, took the child onto her bus and waited for police to arrive. Eventually, he was placed with Child Protective Services.

“This three-year-old was left in his home alone. Without her being so observant to her surroundings, this child may have suffered a much worse outcome,” Local 252 President Debra Hagan said.



People Before Robots Campaign

The People Before Robots campaign hit the ground running in 2019, with President Samuelson submitting testimony on behalf of TWU members to Governor Mike DeWine and the Governor’s Advisory Committee on Transportation Infrastructure.

The testimony urged Ohio to invest in public transit – in the men and women who operate buses and trains.

“Don’t believe all the hype surrounding autonomous self-driving vehicles being shoveled by big technology companies, their public relations firms, Wall St. investors and international automobile manufacturers. We could wind up with a transit system that is far less safe,” reads the testimony. “Artificial Intelligence is just that – fake. A robot or a computer program in control of a bus cannot duplicate the common sense, gut instincts and compassion of a transit worker who lives in the community and knows the community” Samuelson wrote.

For the full text of the testimony, visit the TWU’s Facebook page, @TransportWorkersUnion.

**For the latest campaign updates,
visit www.PeopleBeforeRobots.org**

Local 226 Merges with Local 225

At the Winter 2019 IEC & B meeting in Miami Beach, Transit, Universities, Utilities and Services Division Director Curtis Tate presented a resolution to merge Local 226 and Local 225. The resolution was unanimously approved.

Both locals are based in Hackensack, NJ. Local 226 has about 400 members, but all of its officers are retiring and no one is there to take their place. Local 225 has about 375 members.

“These school bus locals over the years have been struggling. We have the opportunity to take two locals who are borderline and combine them to make them stronger,” Tate explained. “Now we have a stronger, more viable local.”

Newly elected Rep. Sylvia Garcia (D-TX-29) with TWU Civil & Human Rights Director John Bland in Houston. The TWU is always keeping the political connection alive.





TWU members discuss the issues they face on and off their school buses with parents and the community.

Citizen's Town Hall: Augusta School Buses in Crisis

On Thursday, March 7 nearly three dozen parents, students, drivers, mechanics and community members gathered in Augusta, Georgia to hear members of TWU Local 239 discuss the health and safety issues they are suffering from on and off school buses.

Local 239 represents school bus operators and mechanics in Richmond County. Since the bus depot was moved to Mike Padgett Highway Depot, members have been suffering from a plethora of health issues, including headaches, dizziness, and shortness of breath. They also feel threatened by the wildlife near the depot – including alligators and rats.

On top of that, the county's school buses are in decrepit condition. School Bus #267 caught fire in October, with students onboard. Luckily, the bus operator was able to evacuate everyone safely.

At the Citizen's Town Hall, surrounded by artwork and images - including one of bus #267 ablaze – Local 239 members asked parents and community members to help them make buses safer for everyone. Bus operators and mechanics discussed bus overcrowding and maintenance issues with broken parts, while parents shared their own concerns about the same issues.

Petition Launched

With the assistance of the TWU International, Local 239 members launched a petition to the Richmond County Board of Education to “ensure the safety of our children when they ride to



school on bus service provided by” the county. The petition calls for the following:

Upgrade the Aging Fleet: 31 percent (49 of 159) of the buses that Augusta's children ride to school are over 11 years old and have outlived their usefulness.

Make School Bus Driving a Great Job: Buses are overcrowded as a result of poor pay and conditions that cause high driver turnover. A full-time school-bus driver takes on an enormous responsibility. They must be fairly compensated so that drivers do

not seek better employment elsewhere and our children ride with experienced, well trained drivers at the wheel.

Immediate Independent Investigation into Environmental Hazards at Mike Padgett Depot: 72 percent of drivers at the Mike Padgett depot report having health symptoms as a result of working there. 50 percent reported missing work because of those symptoms.

Hire Additional Mechanics to Secure Safety of Fleet: Government inspectors found 420 defects, 54 of which were listed as serious in 2018. 75.6 percent of the buses had defects. More mechanics are necessary to keep up with the maintenance demands of an aging fleet.

Install Fire Suppression Systems on All School Buses: With three bus fires this school year it is clear that fire extinguishers alone are not enough to protect our children. Every bus should be equipped with a fire suppression system.

To sign the petition, view our documentary or for campaign updates, visit www.ToxicSchoolBus.org.



Health & Safety Webpage Launched

The TWU International launched a webpage filled with Health & Safety resources for members across all divisions, www.twu.org/health-safety. There's also a page dedicated to Toxic Cabin Air, www.twu.org/health-safety/toxic-fume-exposure/.

President Samuelsen Appointed to International Transport Worker Federation's Urban Transport Committee

President John Samuelsen was appointed to the International Transport Worker Federation's (ITF) Urban Transport Committee (UTC).

The UTC is a joint activity of the ITF Railway Workers' Section and the ITF Road Transport Workers' Section on urban public passenger transport. The program is dedicated to bringing together labor union's from around the world organizing and political action campaigns in integrated public transport systems.

Issues the UTC is working on include organizing more women and young workers and having a more collective representation of labor in global and regional organizations.

"I'm proud to represent the Transport Workers Union on this committee with like-minded and dedicated colleagues from around the globe. This is a great opportunity to interact with global labor leaders to discuss the collective threats we face. This will prove invaluable as we continue to propel the TWU forward, organizing and fighting back," said Samuelsen. "I look forward to continuing the great work the UTC has already done."

TWU Communications Dept. Takes Home ILCA Awards

The TWU received two International Labor Communications Association awards this year for our electronic media work.

The Second Place Winner for Best Longform Video, *TWU 2017 Convention: Civil & Human Rights*, can be viewed here vimeo.com/235187266

Honorable Mention for Best Longform Video, *TWU 2017 Convention*, can be viewed here: vimeo.com/235183155.



Snapshots of our award winning videos.



Local 2054 Election Notice

The following notice was posted on Feb. 7, 2019 by Local 2054 President Thomas Murray:

Notice to All TWU 2054 Members – Amtrak, CSX, Keolis:

Effective December 31, 2019, all elected and appointed positions are declared vacant.

Nominations for the following elected positions will be accepted at the October 24 union meeting. The positions are:

- President
- Secretary Treasurer
- Executive Vice President
- Vice President
- Section Chairman

The above are four-year terms. These terms begin January 1, 2020 expiring December 31, 2023.

Elections will be held at the November 21, 2019 union meeting. All meetings are held at VFW Post 6536, 7 Ellery Street, South Boston, MA (behind Andrew Square T station).

All members must ensure that the Secretary-Treasurer has each members' current mailing address and if applicable email address.



Future Leaders Organizing Conference

The Future Leaders Organizing Conference (FLOC) took place Dec. 3-5 at the Embassy Suites Dallas Fort Worth. Nearly 50 young workers from across all crafts in the Air Division, including dispatchers attended. Locals that participated were: 502, 505, 507, 510, 512, 513, 550, 555, 556, 568, 572, 577. Air Division reps were present and provided assistance, as well with other needs.

The next FLOC will take place April 3-5 in Washington, DC. The agenda will focus on forming a Young Workers Committee.



Working Women's Committee Meets in NYC

The TWU Working Women's Committee (WWC) Meeting was held Dec. 12-14 at the TWU Local 100 union hall in Brooklyn, NY. WWC Chair Terry Hinds chaired the meeting of 50. TWU International Director of Human and Civil Rights John Bland and Local 100 Recording Secretary LaTonya Crisp opened the meeting. Hosting presidents – Local 100 President Anthony Utano and Local 101 President Constance Bradle – welcomed the participants on Dec. 13.

The meeting began with a presentation from Lois Riccobonno, Van Valen Associates. Riccobonno spoke about her career and the services that she provides. Attendees were next invigorated by yoga and meditation, energizing everyone for the remainder of the meeting. The day ended on a somber note with a tour of the World Trade Center 9/11 Memorial.

The following day opened with presentations from

Local 252 President Debra Hagan and International Rep. Gary Shults. Hagan provided the attendees with a personal account of her rise to becoming the president of her local. Shults provided an in-depth presentation on the governance of the union, by-laws and Constitution, and union officers' roles and responsibilities. The meeting continued with reports from WWC locals and presentations from Local 100 member Keyanna Davis and Local 514 Secretary-Treasurer D'Ann Johnson. They shared how they execute their daily functions. The meeting ended with civic engagement at the Immanuel First Spanish UMC Church where the group organized clothing donations for the homeless in the community.

Future meeting dates are as follows:

- Local 513 will host in Dallas Fort Worth, TX, May 19-22.
- Local 252 will host in Long Island, NY, July 23-26.
- Local 258 will host in San Francisco, TBD in October.

COMMITTEE UPDATES



Join the Veterans' Committee!

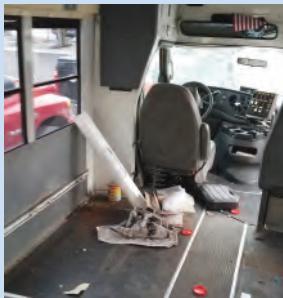
Are you a TWU member and a veteran? Have you registered to join the TWU Veterans' Committee? Why not?

When you register at veterans.twu.org/register/, the TWU will send a care package with a special memento pin, patch and coin.

Check twu.org/for-our-members/committees/ for updates.

The Veterans' Committee met Feb. 25-27 in Miami. Stay tuned for coverage in the Summer 2019 issue of the Express.

[@transportworker](https://twitter.com/transportworker) [f/transportworkersunion](https://www.facebook.com/transportworkersunion) [transportworker](https://www.youtube.com/channel/UC...)



Left to right: The bus before it was refurbished, the bus after it was redone and finally the bus in full service, offering free haircuts to Vets.

Local 234 Vets' Committee: A Cut Above

Local 234 Veteran's Committee Co-Chair and Business Agent George Bannon helped spearhead a project refurbishing an old, small, school bus into a mobile barber shop to serve homeless veterans.

The story began when Bannon met Abby Anderson a few years ago at the Philadelphia Veteran's Day parade. Anderson, who is a barber and daughter of a Marine, runs local non-profit Salvations of Sorrows. She was with her team set up on the street giving free haircuts to veterans and their family members and asked Bannon if he was interested.

"As my son was getting his, Abby told me her story," Bannon recalled.

Anderson's father became homeless prior to his death, and all he wanted was a haircut before he passed. "She made it her mission to go out giving homeless vets free haircuts all over Philadelphia," Bannon said. "I told her I was involved in my local union's veterans' committee and said if there was ever an opportunity to have a partnership, let us know."

Anderson reached out a month later and asked for help refurbishing an old school bus she bought into

a mobile barber shop. After speaking with members and some of Local 234's tradesmen, Bannon was committed to help.

"I was very excited," he said. "I knew we had the skilled labor within the local to get it done."

"We gutted the bus; ran electric for outlets along with a disconnect for a generator and circuit breaker panel; installed new lighting and diamond plate flooring; fabricated custom, stainless steel countertops; and installed cabinets, a fresh water tank, water pump and chair with wash basin. We also provided a fresh paint job to the bus and repaired a few minor mechanical issues," Bannon explained.

He thanked a "few members who were instrumental in doing the bulk of the work": carpenters Patrick Kain and Mike Shastay, and electrician Alex Tomasetti.

"We were looking for a way to help her with her mission," Bannon said of Anderson. "It made me feel very proud to not only be a veteran, but a member of this local. Giving back to the community – it's just another opportunity for us to serve."

For more information on Anderson's mobile barbershop and mission, visit SalvationofSorrowsInc.org.

**THE TRANSPORT WORKERS
UNION OF AMERICA, AFL-CIO**
501 3rd Street NW, 9th Floor
Washington, DC 20001

NON PROFIT ORG.
US POSTAGE
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LONG PRARIE, MN



Credit Counseling

Debt and credit problems can happen to anyone at anytime. Luckily, The Union Plus Credit Counseling program can help you regain your financial footing by helping you better manage your finances. Get free credit counseling from certified counselors.

To speak to a counselor call 1-877-833-1745 or visit unionplus.org/creditcounseling



Visit unionplus.org




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