



TWU Members Take Washington at 2023 Legislative & COPE Conference



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TWU AMTs Travel to Ireland to Perform Fieldwork



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TWU Members at Metro-North Begin Strike Preparation Plans



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Local 271 Chartered in Texas

MTA is on the Fast-Track to Strike Action at Metro-North

By International President John Samuelsen

A hallmark of this TWU leadership is our desire to work with our local unions to fight back and achieve victories for our membership. We are a union that is unintimidated when it comes to fighting it out with employers to secure good contracts. If and when our local unions call upon us to jump into the fray, we answer the call, and we do so wisely, in a sophisticated well-thought-out, strategic manner. Our moment to shine and to demonstrate the continued viability of the labor movement is when our backs are up against a wall. And right now, this is exactly the position we are in at Metro-North Railroad.

Car inspectors, coach cleaners, and car mechanics at Locals 2001 and 2055 have been without a contract since 2019. Our members put their lives on the line to see Metro-North through a global pandemic and economic crisis. Instead of rewarding these workers for their selfless actions and loyalty, management at Metro-North and the bosses at the New York State MTA have handed them a proverbial slap in the face.

After canceling or rescheduling 15 different negotiating meetings with the TWU at Metro-North, the MTA bosses submitted a contract proposal that is a joke. The proposal contains a clause that, when ratified, would immediately allow the employer to unilaterally amend pay and conditions. In other words, TWU members' pay and benefits could be diminished at any time — for any reason, at the whim of crooked lawyers.

The infamous New York State MTA is trying to screw our members at Metro-North Railroad, but we are not taking it. The bosses at the MTA are bullies, and the best way to deal with a bully is to punch them square in the face. We are now preparing for a strike that would shut down the nation's second-largest commuter railroad.

Following the path laid out under the Railway Labor Act, we are currently in NMB mediation, along with Locals 2001 and 2055. But we are not leaving anything to chance. We have launched a full-blown strategic fightback campaign in an effort to secure a fair contract for Locals 2001 and 2055. Tactics utilized in the campaign include social media targeting, full-page newspaper ads, and radio ads exposing the deceit and unethical trickery by MTA Chairman Janno Lieber and his sordid bunch of executives and high-priced lawyers, and full-court political press both in Washington, D.C. and locally.

To be clear, a system-wide shutdown of this carrier will spell calamity for New York City and its extremely affluent northern



“The infamous New York State MTA is trying to screw our members at Metro-North railroad, but we are not taking it. The bosses at the MTA are bullies, and the best way to deal with a bully is to punch them square in the face.”

suburbs. Metro-North connects passengers from America's wealthiest zip codes to Manhattan every day.

Our members don't want to disrupt the lives of the business professionals, students, and tourists who rely on this rail line, but we will exercise our rights and shut this railroad down to win the contract we deserve. Should a shutdown of Metro-North occur, the blame will lay squarely at the feet of MTA CEO Janno Lieber, who has deliberately chosen the path of arrogance and deceit over honesty and uprightness.

You can learn more about how the TWU is fighting back on pages 20 and 21 in this issue of The Express.

A handwritten signature of John Samuelsen in black ink.



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The Life-changing Difference of a Union Contract

By International Secretary-Treasurer
Jerome Lafragola



When it comes to the financial wellbeing and physical safety of our members and their families, the leadership of the TWU is always ready to fight. This year alone we have secured dozens of new or improved contracts across all of our Divisions, with even more on deck, and we have won significant victories in arbitration cases.

Whether it's a much-needed pay raise, paid time off to care for a sick child, or the right to take a well-earned vacation, each of these victories means something different—and something deeply personal—to the people we represent. Each of these victories is also a much-needed check on unbridled corporate wealth and power.

Over the past decade, the average Fortune 500 CEO has seen their pay increase by \$5 million. Today, the average CEO takes home nearly 300 times what their employees earn, and changes in technology, including the introduction of automation and artificial intelligence, are only widening this gap.

These figures are even more shocking when you consider how the American economy—which is powered by American workers—largely influences and drives forward global markets. Thanks to the efforts of everyday working people, U.S. corporations rake in billions, creating and impacting global wealth, yet they willingly do little to share their revenues with the workers who make such profits possible.

The one proven method working people have to fight back against this kind of insurmountable corporate greed is a strong union contract.

Union contracts have been shown to raise wages for all workers; promote equal pay in the workplace, closing both gender and racial-pay gaps; improve benefits and retirement security; promote safety; and add scheduling fairness and consistency to the workplace experience. For countless workers, a union contract can mean the difference between putting food on the table, paying the electric bill, saving for a rainy day, or wondering where your family's next meal might come from.

The TWU is proud of the significant contractual gains we have helped secure this year alone. Across our Airline, Rail, and T.U.U.S. Divisions, our members fought for and won remarkable improvements, including expanded maternity and paternity leave, across-the-board pay raises, additional paid time off, enhancements in work rules, employee protections, and more.

The TWU has always been America's fighting Democratic union, and we continue to pack a punch at the bargaining table, giving our members a tried-and-true method for achieving the kind of respectable wages, benefits, and quality of life they have rightfully earned and deserve.

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A handwritten signature in black ink, appearing to read "Jerome Lafragola". The signature is fluid and cursive, written on a light-colored background.

Remembering Merrill Cooper

The TWU lost a legend when Merrill Pittman Cooper, 102, passed away on May 8, 2023.

Cooper was many things to many people, including a father, husband and gifted orator, but to the TWU, he was a fierce negotiator and Civil Rights hero with direct ties to one of the most storied organizing victories in TWU history: the founding of Local 234.

The year was 1944. The Second World War was raging, and the TWU refused to settle for anything less than organizing Black and white workers together. Although the TWU had strong support among the majority of Philadelphia's transit workers, a small subgroup of workers—empowered by racist company officials and with support from the local faction of the KKK—engaged in an illegal, race-baited wildcat strike in an attempt to destroy the TWU. The wildcat strikers tied up Philadelphia's transit services for five days, calling for a “white supremacy movement for the protection of our jobs.”

President Franklin Roosevelt deployed federal troops to squash the illegal strike, and with the help of the TWU, full service was restored to the city of Philadelphia. On August 9, just three days after the end of the strike, the TWU ratified its inaugural agreement with PTC.

That's where Cooper comes in.

A Natural Born Leader

Born in Kearneysville, West Virginia in 1938, Cooper experienced racial discrimination from an early age. He attended public school until eighth grade, the point at which the state no longer provided public education for African American students. Cooper's mother worked hard to pay for his enrollment at the historically significant Storer Normal School in Harper's Ferry, West Virginia, which was initially established to educate formerly enslaved children. But when she was unable to afford the private school's tuition, Cooper gave up his education and moved to Philadelphia to look for work.

After working several temporary jobs, Cooper was hired as one of Philadelphia's first African American trolley car operators just six months after Local 234 was established. There, he helped to further integrate the transit system.

“It was tough when I first started,” Cooper told the Washington Post in an interview in 2022. “I wouldn't want to repeat some of the things people said to me when they saw me operating the trolley. We had to have the National Guard on board to keep the peace.”



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— Cooper told the Washington Post in an interview in 2022



Merrill Cooper, who passed away at the age of 102 (back row, second from right) gave up dreams of becoming a lawyer to operate a trolley for SEPTA. He rose through the ranks of the TWU to eventually become an International Vice President.

Cooper's class, wit, brilliance and natural-born leadership were easily recognized by the members of Local 234. He was elected as the Local's first African American Secretary-Treasurer, Vice President and President, respectively, and during the 1970s shepherded Local 234 through many tumultuous strikes and subsequent contract victories.

One of his greatest achievements as Local 234 President came in 1977 when, facing a weakened bargaining position, political isolation and a long list of company giveback demands, Cooper successfully protected his members from an onslaught of concession bargaining. He secured a strong contract, which membership ratified overwhelmingly, that included across-the-board wage hikes, two cost-of-living raises and improved sick pay.

This victory caught the attention of then President Matthew Guinan, who in 1979 elevated Cooper to the position of Vice President of the International Union. Cooper served in that role until his retirement in 1984.

A Diploma 84 Years in the Making

Although Cooper led a successful and storied career as an effective trade unionist, he was acutely aware that, had he been able to finish school, his life could have taken a very different path. As a child he had dreams of becoming an attorney. He loved debating with people and believed the key to economic stability and career advancement, particularly as an African American, was education.

So, in 2022, 84 years after he gave up his education to become a trolley operator, Cooper's family helped make his life-long dream come true. Working with the Harpers Ferry National Historical Park and the Jefferson School District, family members and school representatives surprised Cooper with an honorary high school diploma.

For Cooper, the event was a highlight of a life spanning more than a century. “I can't think of a happier day,” he said at the time.

Member Organizers are Key to TWU's Successful Growth

From the TWU's earliest commitment to organize workers of all creeds, to the union's breakthrough historic first contract in the airline industry, to our leadership in the fight against unproven, unsafe automation, the TWU has a track record of always punching above its weight. The same is true for the way this union approaches new member organizing.

While other unions often use outside hires to organize, the TWU relies heavily on its own members to take active and leading roles in organizing drives. It's a philosophy Local 320 member organizer Jason Frantz agrees with—and one that he believes makes the TWU stand out from other American trade unions. In fact, when Frantz attends trainings and seminars hosted by the AFL-CIO and other labor organizations, he is often the only organizer in the room who still punches a clock at his day job.

"A lot of people think workers organizing workers is a novel concept, but with the TWU, that's the only experience I know," Frantz said. "In my opinion, using people like me to reach other workers is one of the most effective ways to grow an industrial trade union. I'm not just selling the idea of a first contract. I'm inviting people to join an organization I know and love, and that I can personally vouch for."



TWU member organizers gather in Washington, D.C. to share organizing victories and tips for turning workers into activists.

"The TWU model is all about helping prospective members to see their worth and own their power. We're able to combine their industry knowledge with our track record of securing contracts against major organizations, and that creates a dynamic and powerful partnership."

Having TWU members speak to, empower and guide unorganized workers into joining together is a model that has proven successful in several recent organizing victories, including among Bikeshare workers in Los Angeles and paratransit workers in Houston. It also gives the TWU the flexibility to reach unorganized workers who might otherwise fall through the cracks, as member organizer and Local 555 member Chris Avila can attest to. Avila is currently assisting a group of workers who cycled through at least five different unions before receiving commitment and help from the TWU.

"When this particular group of workers asked me what I know about their line of work, I was open and honest: I told them I don't know, but you do—and you know it better than anyone," Avila said. "The TWU model is all about helping prospective members to see their worth and own their power. We're able to combine their industry knowledge with our track record of securing contracts against major organizations, and that creates a dynamic and powerful partnership."

The opportunity to learn organizing skills and apply them

in real time not only helps prospective and new members but has also created significant personal and professional growth opportunities for current TWU members like Klarissa Principe of Local 577. Principe attended her first organizing training in early 2019 and immediately excelled in the field. She has since used her organizing skills to assist on campaigns led by the international, as well as internal organizing drives at her local.

"Five years ago, if you would have told me that I would be an organizer—and I would be good at it—I never would have believed you. Having the opportunity to hone this unique skill set has allowed me to grow in ways I never could have imagined," Principe said. "In my opinion, organizing is all about listening and meeting people at their level. So often workers just want to be seen and heard, and they want to know someone has their back. When you can relate to people and show them genuine compassion, that really makes a difference."

If you or anyone at your local is interested in becoming a member organizer, contact the TWU Organizing Department today.

Workers Memorial Day

TWU Local 570 Member Honors Brother During National Workers Memorial Day Celebration

In 1989, April 28 was designated by the labor movement as Workers Memorial Day, a day to honor and remember fallen workers, double down on efforts to improve workplace safety and hold unscrupulous employers accountable.

More than 30 years later, Workers Memorial Day is more poignant and necessary than ever. It continues to be recognized by union leaders and members, safety advocates, and family, friends and colleagues of fallen workers as a day to honor lost loved ones and recommit to fighting for safer workplaces.

That's exactly what TWU Local 570 member Adrienne Crawford is doing today—and every day. For Crawford, Workers Memorial Day will always be a fitting and somber tribute to her brother, Michael Fernandez Haith, who was just 37 when he was killed on the job in 2019.

Crawford's life was forever changed by the loss of her brother, and she is committed to making sure workplaces are safe for all workers, regardless of the industry or geographic location. That is why this Workers Memorial Day, Crawford joined elected leaders and government officials for a ceremony and workplace safety discussion at the Department of Labor in Washington, D.C.

A Preventable Tragedy

During the ceremony, Crawford honored her brother's memory, accepted a proclamation in his name and collectively mourned with other families impacted by workplace losses. She also met with Acting Secretary of Labor Julie Su, Assistant Secretary of Labor for Mine Safety and Health Christopher Williamson and Assistant Secretary of Labor for Occupational



Safety and Health Douglas Parker, where she spoke with them about issues related to workplace fatalities and the impact her brother's death has had on her family.

"One of the most painful aspects of losing my brother in a workplace tragedy was the response my family received from the company," Crawford said. "The company never did call my family—not even a courtesy call. My mother had to call the job site, ask if there was an accident and ask if it involved her son."

Upon taking control of her brother's possessions after his passing, Crawford and her family quickly realized the extent to which Haith and his colleagues were working in an unsafe environment. In the weeks leading up to his passing, Haith had documented on his phone workplace safety violations, including exposed and faulty wires, a supervisor sleeping on the job, poor and inadequate training, and overworked, undertrained, fatigued colleagues who were responsible for operating heavy machinery.

Crawford's family is now taking legal action against her brother's employer, but Crawford's activism isn't stopping there. She believes her brother might still be alive today if he had union representation at his job site and is taking full advantage of being a TWU member. Crawford now leads the safety committee council at her jobsite and is actively working to ensure she and her colleagues remain safe on the job.

"No family should have to go through what my family has been through," Crawford said. "If we can save even one life, then I know my efforts, and the support of the union, have made a difference."



Summer Solidarity and Fun as TWU



Local 591 hosted their annual BBQ picnic on May 6th in the Dallas area. The weather was great and there were plenty of activities for the members to enjoy, including a petting zoo, rock climbing wall, horseback riding, carnival rides, a magician, and live entertainment provided by a band comprised of Local 591 members.



Members of Local 252's Working Women's Committee show solidarity with the United Way of Long Island at Local 252's picnic this summer.



Rep. Don Bacon (R-NE) stopped by Local 223's picnic to show solidarity with Omaha Metro transit workers at Local 223's Family Day picnic over Memorial Day Weekend.

U Locals Bring Families Together

Local 100 picnic brings thousands to American Dream

Thousands of union members came to American Dream in East Rutherford, NJ for a day of fun and feasting. The June 3 event was Local 100's first at the new venue, where members could enjoy American Dream's water park and other big-time attractions. Local 100 President Richard Davis welcomed transit workers and their families from an outdoor stage, along with Secretary-Treasurer John Chiarello and other top officers. Members also enjoyed tailgate parties and raffles with giveaways.





Local 555 and 556 Members Give Back

Local 555 and 556 members participated in a volunteer activity at the Honolulu Foodbank. They performed tasks such as sorting, inspecting, and packing food items for distribution. The volunteers expressed their gratitude for the opportunity to contribute to the community.



For the latest news & updates, visit www.twu.org

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TWU Local 556, Maria Teresa Hank, Local 555, Melvin Baker, and Local 577, Klarissa Principe, volunteered at a Back-to-School Event hosted by SEIU Local 1107 in Las Vegas. The event was an excellent opportunity to show solidarity and support for our fellow union members and their families. The volunteers helped distribute school supplies and snacks to hundreds of children who attended the event.



The Fight Against Unsafe, Unproven Driverless Technology

Autonomous vehicles are officially serving as for-profit taxis in more and more cities across the country. These vehicles are operating without the same standards as other road users and threatening the safety of our roadways. And some are now trying to force this unsafe, untested technology into public transportation at the expense of good, TWU jobs.

The U.S. House Committee on Energy & Commerce heard testimony from all sides on this issue the last week of June 2023 – effectively announcing the start of a legislative process to either reign in or accelerate this technology in the coming years.

TWU members in San Francisco shared their experiences with the Committee as part of the hearing. Local 250A has had to deal with driverless cars hitting their buses, abruptly stopping in bus-only lanes, blocking traffic and worse as the city has become a public testing ground for autonomous vehicle developers. Their experience

also sheds light on the threat these vehicles pose to first responders – like those represented by Local 1400 which also submitted a letter to the record for the hearing.

Driverless cars operating in narrow, congested arteries like the Lincoln Tunnel in New York (4 lanes of traffic 100 feet underwater that serve 800,000 cars a day) would be disastrous for response times for these life-saving workers. Elected officials are grappling with these realities as they assess the pace of development for driverless cars.

Locals 100 and 234 each sent delegations to the hearing to make sure our concerns on this issue were not only heard, but that the affected workers would be seen in the halls of power. Keeping good, union jobs in the U.S. as we navigate any transition to a new technology (including autonomous driving) is the top priority for the TWU.



TWU Members Make Voice

In one of the most significant showings of TWU pride and solidarity in recent years, members from across the country and multiple modes of transportation descended on Washington, D.C. July 9-12 for the 2023 Legislative & COPE Conference.

Marking the first time in nearly five years that union members were able to gather together to make their voices heard in the halls of Congress, TWU members used the conference to network, hone their lobby skills and speak with one bold voice. Guests were inspired by a myriad of speakers, including COPE Director Andrew Rangolan, Reps. Rick Larson (D-WA) and Sam Graves (R-MO) and TWU International President John Samuelsen, who drove home the importance of rallying behind elected leaders who support working people.

“We’re not here as an instrument of the Democratic or Republican parties. We’re here to advance the interest of our members and the economic security of our families, and I cannot stress enough the impact you have when you partake in the political process,” Samuelsen told TWU members. “A strong political program, combined with



the audacity to fight and the ability to organize members moves this whole organization forward and ensures that when we fight, we win.”

A central focus of the first half of the conference was preparing members for lobbying by helping them build and hone strong relationship-building and communications skills. Member training included a Lobbying 101 presentation by TWU Government Affairs Director Zack Tatz and engaging break-out sessions and panel discussions that allowed for hands-on learning.

The TWU Leaves Its Mark on Capitol Hill

Following a day of learning, and armed with the skills, confidence and know-how to effectively make change and lobby in Washington, TWU members hit Capitol Hill to push an agenda designed to advance economic security for working families.

Specifically, TWU members asked lawmakers to:



Issues Heard in Washington



- **Support the FAA Reauthorization Bill**, which contains a number of TWU priorities that will improve safety and security and support good jobs in the airline industry;
- **Support the bipartisan Rail Safety Act**, which will hold unscrupulous railroad bosses accountable and ensure safety for workers and the communities through which freight railroads travel; and
- **Support federal operations funding for public transportation**, which would ensure public transit entities have a consistent, reliable stream of funding for operations.

To tackle such a daunting schedule, TWU members gathered into groups based upon the states in which they live before flooding the halls of Congress with their message. In many cases, members from the airline industry lobbied for rail and transit issues, while transit and rail members spoke up about the needs faced by their sisters and brothers in aviation.

TWU members were able to secure face-to-face visits and have productive conversations with some of the most powerful voices in Washington, including Sens. Chuck Schumer (D-NY), Elizabeth Warren (D-MA), Ted Cruz (R-TX), Sherrod Brown (D-OH), J.D. Vance (R-OH), and John Fetterman (D-PA), and Representatives Mario Diaz-Balart (D-FL), Raja Krishnamoorthi (D-IL), Brian Fitzpatrick (R-PA) and Chris Deluzio (D-PA), among many others.

The event concluded with an awards ceremony to honor and recognize TWU members who have gone above and beyond in the name of political action. Gisela Alvarez, Florida State Conference Chair and member of Local 556; Raul DeLeon, Local 260 Board Member and Co-chair of the Texas State Conference; and Abilio Villaverde, Local 555 District 8 Rep, Chair of the Colorado/Hawaii State Conference and Secretary-Treasurer of the Denver CLC have all made significant contributions to COPE by coordinating and volunteering for COPE events and working on political engagement at their state and local levels.





Gisela Alvarez, Local 556, was recognized for her contributions to COPE.



Raul DeLeon, Local 260, has made significant pro-labor legislative gains in Texas.



Abilio Villaverde of Local 555 makes political engagement and activism a priority.

TWU Members Reflect on Successful Legislative & COPE Conference

"I participate in COPE, but until today, until this conference, I didn't have a full grasp of the program or why it is so important. Having the opportunity to learn new skills and meet with lawmakers directly has inspired me to get more involved. I loved being able to come to Washington, see our government at work and advocate on behalf of my TWU sisters and brothers."

— William Serrano, TWU Local 229

"This entire experience was fantastic. We met with nearly 12 representatives and their staff. What I took from yesterday—it's about building relationships, not only with elected leaders but with each other as union members. The TWU had such a strong showing of solidarity and kinship, and I think that really made an impression among elected leaders in Washington."

— Sam Wilkens, TWU Local 556





2023 SCHOLARSHIP WINNERS

Established in 1969, the Michael J. Quill Scholarship Fund provides 15 scholarships worth \$4,800 to college-bound dependents of TWU members. It is paid out every year in the amount of \$1,200 to winners who continue to be eligible over their four-year course of study. The money is paid directly to the recipient's accredited college or university and may

be used for tuition, college fees, or room and board while pursuing an undergraduate degree.

The TWU's leadership remains committed to honoring the tradition of investing in the education of our members' children and is grateful to be joined in this noble endeavor. Below is a list of all the 2023 recipients.

Michael J. Quill Scholarship Winners – \$4,800 (paid out \$1,200 per year for 4 years)

NAME	LOCAL
• Victoria A. Allen – daughter of Ronald Allen	100
• Peter Bouzi – son of Pierre Bouzi	100
• Daniella E. Cintron – daughter of Carmelo Cintron	501
• Yanique N. Clarke - daughter of Clive Clark	100
• Angela A. Correa – daughter of Juan Correa	555
• Isabella Correa – daughter of Frankie Correa	101
• Shannon R. Flaherty – daughter of Edward Flaherty	2054
• Alexa P. Gomez – daughter of Jesus Gomez Garcia	555
• Erik D. Gouge – son of Jeff Gouge	591
• Veronica Y. Lin – daughter of Gregory Lin	100
• Daniel J. Michaelc – son of John Michaelc	512
• Elizabeth L. Michaels – daughter of Chris Michaels	512
• Taggart K. Neal – son of Tami Neal	556
• Tatum M. Olsen – daughter of Thomas Olsen	591
• Shannon N. Rattray – daughter of Scott Rattray	555

Union Benefit Planners – \$2,500 (one-time scholarship)

• Angela Arteaga – daughter of Juan Cordova	555
• Millie E. Cepeda – daughter of Bertha Cepeda	252
• Jah-king A. King – son of James King	100
• Antonella C. Lazcano – daughter of Joan Lazcano	100
• Matthew Ohlrich – son of Jill Ohlrich	577
• Daniel A. Owens – son of Roger Owens	252
• Patrick H. Sean – son of Kevin Hagh	512
• Madison E. Stoneroad – daughter of Jacob Tyson	2016
• Emilio Vazquez Reyes – son of Robert Vazquez	557
• Mitchell G. Wiggan – son of Paige Wiggan	100



Scholarship sponsors join Gary Peterson, Executive Director - Office of the International President, to draw the names of 023 TWU scholarship winners.

M3Technology – \$2,000 (one-time scholarship)

• Noah A. Bish – son of Johnathan Bish	2016
• Dylan A. Dunbar – son of Walter Dunbar	100
• Ryan A. Goff – son of Brian & Sheila Goff	555
• Andrew J. Napoletano – son of Todd Napoletano	106
• Lauren A. Robinson – daughter of Mark Robinson	591

Pitta LLP – \$2,500 (one-time scholarship)

• Brydon E. Zheng – son of Jackey Zheng	250A
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Pitta Bishop & Del Giorno LLC – \$2,500 (one-time scholarship)

• Anthony J. Campana – son of Natalia Campana	101
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Women in Nontraditional Workplace Roles: Nan Warren, Local 591

From ticket agents who worked in the New York City Subway system in the 1930s to aircraft maintenance technicians, journeyman carmen, power cable maintainers and more, the TWU has a long history of representing women who work in non-traditional workplace roles. In this issue of The Express, we are featuring Nan Warren, a crew chief and lead Aviation Maintenance Technician at the Los Angeles, California International Airport and member of Local 591. Nan has been a proud TWU member for 25 years and is the first woman elected to serve as Chair of the Western Region for Local 591.



Bargaining Agreement violation. As the Chairwoman, I help facilitate, organize and coordinate all grievances to be prepared and presented to the Grievance Review Board for arbitration.

Q. What made you decide to go into this craft?

A. My dad was the first influence on me and gave me my love for travel and aviation. My dad, Freddie Lee English Sr., was also a TWU member and Aircraft Mechanic Crew Chief for American Airlines, where he worked for over 38 years and is still an active union member as a retiree.

“As women, we’re not fighting to replace, we’re just fighting for our place. Do what you love, work hard so you master your passion, always do the best you can and never stop learning and growing. Always be true to yourself.”

Q. What does the Transport Workers Union mean to you?

A. The TWU provides an opportunity to level the playing field which provides fair treatment, equal pay, healthcare benefits and career advancements.

Q. Tell us about the job you perform and your roles and responsibilities.

A. In the role of Crew Chief, my job involves coordinating, guidance, instruction and assignment of the crew in the movement, repair, servicing and modifications of aircraft fleet types consisting of the Airbus 319, 320, 321, Boeing 737, 777-200 and 777-300 series, as well as the 787-8 and 787-9. I also work to ensure the compliance of procedures, regulatory guidelines, safety and production of work performed, and provide updated information to crew, management, MOC and management of the operation and status of disposition of aircraft assigned or work.

In the role of the Western Regional Chairwoman, I provide support for the Western Regional Vice President, with representation of six stations (LAX, LAS, PHX, SEA, SFO, SAN) and three title groups represented which consists of, but not limited to, conflict resolutions of ethics complaints, safety and/or compliance issues, and any Joint Collective

Q. What challenges have you faced as a working woman?

Women are often underestimated because of the technical aspects of this work. Normally, when working beside my fellow union brothers, women work twice as hard and often longer hours. We are always striving to prove ourselves. As a woman you have to be stronger—not necessary physically, but mentally. Today, women in this industry are only limited by the choices you make and your individual actions and not necessarily based on outdated misconceptions about what women can and cannot do.

Q. What has been rewarding about your career?

A. Working with my hands. The ability to help guide, mentor, influence and instruct others. Helping with not only career opportunities but helping to open people’s minds to new possibilities while advocating for women on and off the job.

Q. What advice would you give to other working women?

A. As women, we’re not fighting to replace, we’re just fighting for our place. Do what you love, work hard so you master your passion, always do the best you can and never stop learning and growing. Remember, make sure you set goals based on what you want for your life and career, not what others try to set for you. Always be true to yourself.

AIR UPDATES



A TWU First: AMT Participates in Critical NTSB Discussion

TWU Local 591 Administrative Executive Board Member Russell Dittmer was invited by National Transportation Safety Board (NTSB) Chairwoman Jennifer Homendy to participate as a panelist in the NTSB Roundtable, focused on Airport Runway Incursions, on May 23. Russ is a 34+ year FAA licensed Aircraft Maintenance Technician, and this is the first time a working licensed Aircraft Mechanic has participated in this ongoing series of roundtable discussions on this critical safety topic.

In simplest terms, runway incursions are serious safety concerns, and occur when a person, vehicle or aircraft enters an airport runway area without permission from the Air Traffic Controller. These events can have dangerous and deadly consequences.

The discussion hosted by the NTSB explored human factors, just culture, operational priorities, improved airport

design, emerging technologies, training issues, use of properly skilled and licensed FAA Airmen for aircraft movement on taxiways and runways, among other causes and processes. The goal of this NTSB Roundtable was to bring together the major stakeholders, including the FAA, NTSB, airport authorities, pilot unions, airlines, airport operations workers and aircraft mechanics to continue to work to find solutions with the goal of eliminating, or at least further reducing, dangerous and potentially catastrophic runway incursion incidents.

Dittmer was able to bring to this critical discussion more than three decades of aircraft mechanic experience, valuable worker-focused perspectives and the unique challenges of moving aircraft on airports from the vantage point of aircraft mechanics. Watch the full Roundtable discussion on the NTSB YouTube channel. www.youtube.com/@NTSBgov



Congratulations to KLM Royal Dutch Airlines Maintenance Employees at SFO who ratified a new 3-year agreement effective July 2, 2023. The agreement includes many enhancements of work rules and wage increases.

We are Stronger Together

Nearly 100 members participated in Local 512's golf outing on July 31. The third-annual event was requested by the membership to build camaraderie among union sisters and brothers and find ways for colleagues to support each other outside of work. "We are stronger together," said Local 512 President Juan Elvira.

"Social events like this golf outing allow our members to come together outside of the workplace, strengthen bonds, and build lasting relationships."



TWU AMTs Travel to Ireland to Perform Field Work

American Airlines had an entry door ripped off a Boeing 787 in Ireland last month and Aircraft Maintenance Technicians (AMTs) were flown in from Tulsa to perform the repair. One might ask, aren't there AMTs in Ireland who could do this work?

As part of the 2019 labor agreement reached with American Airlines, TWU members captured more work both domestically and internationally, including field work like this. On any given day, AMTs from American's facilities in the U.S. are dispatched to perform field work both domestically and abroad.

When American Airlines needs an aircraft returned to service, TWU members are called upon because they are the best in the world. That's how a crew of 15 highly trained AMTs found themselves in Ireland last month, when the passenger cabin door was ripped off the aircraft by a collapsed jet bridge.

"This aircraft damage was definitely challenging to repair," said Scott Lloyd, TWU Local 514 member and a Technical Crew Chief. "The plane was outside. We had to pick the door up off the ground and bring it into the forward galley to repair it. Repairing an aircraft door that had been ripped off its hinges, to return the aircraft to service, was anything but ordinary."

To tackle this unusual repair, the crew of 15 split up into two shifts, allowing them to work on the aircraft around the clock. It took them six days to get the door back on the plane, but the aircraft is once again airworthy and in service.

"When American has a structural or mechanical



problem on their hands, whether in the United States or around the globe, they call on us to do the job. I am proud of the TWU members who I was able to assist in doing this repair work. More importantly, flying half way around the world to voluntarily do the repair, as part of our labor agreement, speaks volumes about the skill of the women and men who perform this work. Like TWU members everywhere, we were up for the challenge and we got the job done," Lloyd said.

Local 502 Honors Retirees at Inaugural Event



Dozens of Local 502 retirees were honored and acknowledged with food, gifts, fellowship and fun for the path they have paved and the sacrifices they have made for members then, now, and in the future.

Q&A With Rail Division Director John Feltz

Q. You have had a long and storied career in the rail industry, first serving as shop steward in 1976 before serving as president of Local 2001. Tell us about your career in the rail industry and leadership experiences within TWU.

A. I became a fourth-generation Railroader and TWU member forty-nine years ago when I started working as a Carman on the Penn Central Railroad. I immediately began asking questions about the collective bargaining agreement on behalf of all the new hires. The local Chairman was so tired of my persistent questioning, he handed me a copy of the Collective Bargaining Agreement and said, "Since you ask all the questions, read this to find all the answers. You're my shop steward." I represented Local 2001 members of the Kearny, South Kearny and North Bergen, New Jersey railyards and then became Chairman of these locations. In 1986, I was elected Recording Secretary and subsequently held every office position in Local 2001. In 2008, I was appointed Railroad Division International Staff Representative. Since 2017, I have served as an International Vice President and Railroad Division Director.

Q. Recently, President Samuelsen praised you for the unique but highly effective way you fight for TWU members. Tell us more about your advocacy style.

A. I use diplomacy when possible and actions when necessary. As advocates for our members, the TWU not only fights for our members, we also fight for their families.

Q. What are your goals for the future of the TWU Rail Division?

A. My goal is to build the membership of the Division and continue working to attain precedent-setting industry contracts that provide enhanced wages, benefits and safe working conditions for our members and their families.



Q. The world was introduced to the dangers of Precision Scheduled Railroading (PSR), a new business model taking hold in the freight rail industry, when a Norfolk Southern derailment nearly decimated the community of East Palestine, Ohio. What do you want TWU members to know about PSR and what is TWU doing to push back against this deadly, profit-at-all-cost operating model?

A. PSR has endangered the lives of our members and their communities. It has put billions of dollars into the pockets of the Robber Barons of the Rail Industry.

We have been actively involved in writing Railroad Safety Legislation. We have also been aggressive in our lobbying efforts with all members of Congress through regular visits to support this legislation.

We have petitioned the Federal Rail Administration to change regulations that correctly and more clearly define the duties of our members to stop the railroads from using other crafts to do our work.

Q. On the passenger and commuter side, rail workers face constant funding threats. Tell us about the state of the commuter rail industry today.

A. Commuter rail has improved vastly since the Covid pandemic ended. Ridership has recovered faster than expected and continues to improve. Concerning the funding of commuter railroads, the so-called fiscal cliff that the railroads keep talking about is simply not a reality. Amtrak has received \$41.5 billion, Metro-North \$15.1 billion and New Jersey Transit \$834.5 million in federal funding to prevent them from going over this so-called cliff.

Q. What do you want members to know about the history of TWU's Rail Division?

A. The Transport Workers Union of America can trace its roots to

continues on page 20

"Thank you for your unwavering support throughout the years during our long and hard-fought battles with the railroads. I will continue the fight for contracts that bring the superior wages, benefits and safe working conditions to our members that they and their families deserve."

Q&A With Rail Division Director John Feltz

continued from page 19

the Pennsylvania Railroad (PRR) in 1952 with the United Railroad Workers of America. The United Railway Organizing Committee was chartered in 1941 to organize non-operating workers on the railroad. Unlike the single craft unions which were affiliated with the American Federation of Labor (AFL), the Committee organized many different non-operating crafts. They organized Carmen, Car Inspectors, Food Service Workers, Maintenance of Way and Maintenance of Equipment employees.

The Committee believed in the strong, militant union ideals of the Congress of Industrial Organizations (CIO) of which the Transport Workers Union, under founding TWU President Mike Quill, was an early member. The Committee fought racial discrimination and promoted racial equality in the strong traditions of both the CIO and the TWU. By the 1950s, the Organizing Committee was known as the United Railroad

Workers of America (URRWA). The URRWA represented 40,000 workers on the Pennsylvania Railroad and several short-line railroads. However, the URRWA was but a small voice in the labor movement of railroad brotherhoods pitted against the rail companies. In 1954, the URRWA voted to affiliate with TWU, and the Railroad Division of TWU was formed.

The most momentous events in the Railroad Division's history were the strikes conducted against the Pennsylvania Railroad in 1960 and 1966. The September 1960 strike against this railroad marked the first time that it was shut down in its 114-year history. As a result, TWU-represented workers won a Scope Rule, severance pay, a ban on contracting out members' work and improved wages.

Is there anything else you would like to say to the TWU members?

I'd like to say, "Thank you for your unwavering support throughout the years during our long and hard-fought battles with the railroads. I will continue the fight for contracts that bring the superior wages, benefits and safe working conditions to our members that they and their families deserve."

TWU Members at Metro-North Begin Strike Preparation Plans

It could be foolhardiness. It could be incompetence. Or maybe it's just a gross underestimation of the TWU.

No matter what you call it, one thing is clear: The bosses at Metro-North are in the process of triggering strike action by Locals 2001 and 2055.

Over the past few months, the two locals, who collectively represent 600 coach cleaners, car inspectors, and maintenance workers at America's second-largest commuter railroad, have been showing Metro-North just how far they are willing to go to secure a fair and just contract.

Since 2019, Metro-North management has met TWU members with child-like unwillingness to negotiate in good-faith. In place of real negotiations, Metro-North has offered Locals 2001 and 2055 a subpar proposal that calls for the agreement to be amendable at the

whim of management upon ratification. Additionally, the economic terms demanded by MTA and Metro-North fall short of the prevailing labor contract pattern which covers the overwhelming majority of MTA workers.

"The MTA and Metro-North are delusional if they think the TWU will accept a false contract with language allowing our pay and benefits to be diminished at any time," said TWU International President John Samuelsen. "If Metro-North wants to treat our members like a bunch of pushovers, we'll show them just how hard we can push back."

Preparing for Self Help

Given Metro-North's unwillingness to negotiate—the carrier has canceled or rescheduled negotiations meetings 15 times since



RAIL UPDATES



2019—Locals 2001 and 2055, who fall under the Railway Labor Act (RLA), have entered mediation with the carrier. But they also aren't leaving anything to chance.

Local 2001 and 2055 leaders and activists began strike preparation work earlier this year. That included holding a meeting at the New York Central Labor Council, as well as educating Metro-North riders about the way MTA CEOs are treating their workers. During a leafletting event, TWU members converged at Grand Central Station in New York City and in New Haven, Connecticut to call on the riding public to support their efforts.

Local 2001 and 2055 leaders and activists have also been rallying the broader labor movement, their union sisters and brothers at

Metro-North, and TWU members across the country and across divisions. Should the carrier push members to strike, the TWU has support from other unions on the property, and from union members throughout the United States.

“Our members put their lives on the line during the pandemic to keep this carrier operational, and some gave the ultimate sacrifice. The least Metro-North could do is meet with us in good faith. Instead, this carrier is choosing to take the path of most resistance,” said TWU Rail Division Director John Feltz. “If Metro-North wants to pick a fight, we'll give them a fight. But they're picking on the wrong union because the TWU has proven that when we fight, we win.”



Local 100 Ratifies Strong New Contract

TWU Local 100 ratified a new contract in July that features solid raises, greatly expanded maternity and paternity leave, and medical coverage for the families of workers who died from COVID-19.

The three-year agreement with the Metropolitan Transportation Authority also includes Essential Worker Bonus Payments totaling \$4,000.

Just as importantly, Local 100 President Richard Davis said, the contract doesn't have any givebacks or concessions, despite MTA attempts at the bargaining table – and through the media – to squeeze bus and subway workers. Those unsuccessful demands included doubling worker contributions for healthcare and eliminating Conductor positions on subway trains.

“The MTA wanted us to pay for our own raises and contract improvements through significant givebacks,” Davis said. “But we gave them hell at the bargaining table, and members backed us up with rallies outside bus depots, rail yards, maintenance shops and other work locations. Their voices were heard. We beat back the MTA’s demands and secured a very good contract.”

Local 100 has approximately 36,000 bus and subway workers operating and maintaining the transit system in Brooklyn, Queens, Manhattan and the Bronx. The Local also represents school bus and tourism industry workers not part of this pact.

The International provided Local 100 support throughout the MTA contract talks.

International President John Samuelson, Local 100 president from 2010 - 2017, provided valuable information and insights to negotiators. He also was a powerful public voice, particularly after the MTA leaked its demands to super-wealthy Manhattan business leaders, who then peddled them in the press.



TWU Local 100 President Richard Davis speaks about contract gains at a rally outside of the Michael J. Quill Depot in Manhattan.

“Totally pathetic underestimation of the subway and bus workforce,” Samuelson Tweeted. “NYC Transit Workers don’t know these people, don’t care about their opinions, and they can’t take concession demands and shove them up their ivory-tower, lace-curtain arses.”

NYC bus and subway workers will get raises totaling nearly 10% over three years of the agreement, which runs from May 16, 2023, through May 15, 2026. Paid maternity leave is now boosted from two weeks to 12 weeks, and paternity leave doubles from two to four weeks. Local 100’s COVID-19 widows, widowers, and children will receive health insurance coverage through the life of the contract.

The membership ratified the contract by a margin of nearly 70% to 30% in a vote overseen by the American Arbitration Association.

Employee Safety is Front and Center in Local 234 Contract Negotiations

The collective bargaining agreement that covers 5,300 members of Local 234 who operate and maintain the Southeastern Pennsylvania Transportation Authority (SEPTA) is set to expire October 31. With assistance from the International Union, including International President John Samuelson, Administrative Vice President Curtis Tate, and Transit Division Director Willie Brown, Local 234 formally opened contract negotiations with SEPTA July 13.

Although negotiations are still in their early stages, Local 234 President Brian Pollitt made it clear the safety of Local 234 members will take priority as the union negotiates a new contract with SEPTA.

“We’re talking about safety and security throughout the entire system, including on our platforms, at our depots, and at our stations,” Pollitt said. “The entire system has



been taken over by the homeless, the drug addicted, and the mentally ill. Transit police are short-staffed. The Philadelphia police are short-staffed. Our operators and workers are being harmed as a result.”

Pollitt said Local 234 is committed to bargaining in good conscience to achieve a strong, new contract, but warned members will exercise their right to strike if they are pushed to the limit.



Local 1400 Tunnel & Bridge Agents Celebrate 50 Years

Port Authority of New York and New Jersey's Tunnel & Bridge Agents celebrated 50 years as TWU Local 1400 members in July. This highly specialized workforce responds to emergencies and ensures the safety of commuters in some of America's most vital transportation arteries.



Local 1400 Executive Board Members President Patrick Reynolds, Vice President Matt Wright, Secretary-Treasurer James Denti, Tunnel & Bridge Agent Chairman Carl Fales and Tunnel & Bridge Agent Vice Chair Dave Brierty help mark a major milestone for the Port Authority of New York and New Jersey's Tunnel & Bridge Agent Program with Local 1400 members at the New Jersey Emergency Garage at Lincoln Tunnel; Communications Desk at Goethals Bridge; George Washington Bridge Emergency Garage; and New Jersey Garage at Holland Tunnel.

TUUS UPDATES



The TWU Focuses on Getting Ahead of Emerging Technology in Transit

Transit vehicles and buses without drivers onboard. New transit mobility on-demand options. Zero-emission buses. Transit agency partnerships with integrated mobility technology companies. Small autonomous, all-electric flying taxis. The TWU is all-in to get ahead of new transportation innovations and to make sure TWU members are ready for what lies ahead.

Tech developers are pushing their inventions into public transit and across the transportation sector. But the TWU International has built a national technology program focused on protecting members through close collaboration with locals on new bargaining strategies, strong organization on the ground and policy advocacy. The TWU has been the leading voice in the labor movement in making sure that emerging transportation technologies are not just

a tool to slash good jobs and labor standards and erode passenger and worker safety.

The latest effort to move the program forward was a two-day intensive, hosted May 1-3, 2023, in Washington, D.C. with transit locals from across the country. Administrative Vice President Curtis Tate and Transit Division Director Willie Brown convened the group of local union leaders.

Technology developers, supported by significant private and public sector investments, are driving forward with plans to infiltrate transit systems with new driverless, on-demand and zero-emission vehicles. “These changes are not about tomorrow,” said Curtis Tate. “They are fast approaching the transit industry, and our International Union is locking arms with locals to make sure our members aren’t left behind.”

Transit Tech & Safety Strategy Session

- Emerging transit technologies and service innovations
 - Negotiating strong technology contract proposals
 - Building & strengthening IU/local collaboration
 - Advocating for pro-worker and pro-safety policy and legislation
 - Preparing members for the transition to zero-emission buses
 - Expanding TWU’s bus operator research partnership with Carnegie Mellon University
 - Pushing strong Public Transportation Agency Safety Plans (PTASP) through labor-management safety committees
- Makers of autonomous buses and their political allies are making irresponsible claims that human operators will not be necessary. The TWU has long held that transit operators don’t just drive the bus—they are on the frontlines of health, weather and road emergencies as well as onboard incidents including those involving unruly or violent passengers.

Transit local leaders came together with the International Union for a deep dive into the current state

of transit technologies and new service models. “Our members form the backbone of our transit systems—and we are committed to working with our locals to protect passengers and operators from unsafe and irresponsible use of driverless buses,” said Willie Brown.

The meeting also brought a laser focus to the rapid transition to zero-emission buses occurring at TWU transit systems across the country. Attendees held a joint session with the leaders of the International Transportation Learning Center, Jack Clark and Xinge Wang, regarding workforce strategies and comprehensive training programs that prepare TWU mechanics and operators for the transition to zero-emission vehicles.

Attendees committed to work together during this era of massive public investment in zero-emission buses to make sure transit mechanics, working in a dangerous, high-voltage environment, receive high quality training and are prepared for this transition.

Local 271 Chartered in Texas

Members of Local 271, which represents Corpus Christi Regional Transit Authority bus operators, mechanics, and custodial staff, held their first membership meeting and Charter celebration in April. Pictured here are Raul DeLeon, EBoard Member and Member Organizer from Local 260; Director of Organizing Angelo Cucuzza; TUUS Staff Representative Jose Cruz; Lead Organizer and Local 271 bus operator Jesse Rodriguez; Lead Organizer and Local 271 bus operator Olga Jailette; Lead Organizer and Local 271 bus operator Irma Molina; and Sean Doyle, Assistant Director of Organizing.



Local 252 Executive Board Swearing In

(Left to Right) Charles Shepard, Shop steward, TransDev; Louie Marcado, Executive Board; Christine Wainright, Recording Secretary; Jerome Lafragola, International Secretary-Treasurer; Debra Hagan, President; Christina Scott, International Representative; Neal Galloway, Secretary-Treasurer; Deborah Availles, Executive Board; Latashen Johnson-Lowe, Shop Steward, Suffolk Bus Corp; Donna Hunt, Shop Steward, Suffolk Transportation; Scott Beinbauer, Shop Steward, TransDev Maintenance; Dan Busa, Vice President, TransDev Maintenance; Tom Callagy, Vice President, TransDev Operators; Vincent Williams, Vice President, Suffolk Bus Corp; Denise Flemming, Vice President, First Student; Marlon Hutchins, Executive Board; Howie Shapiro, Vice President, Guardian; James Mobely, Executive Board; Deb Olson, Shop Steward, Suffolk Bus Corp ADA; Dan Flynn, Shop Steward, Suffolk Transportation.



Q & A with Civil and Human Rights Director Shirley Duff

Shirley Duff became TWU's Civil and Human Rights Director in the Spring of 2022.

Q. You experienced many “firsts” throughout your career. Tell us about your career in the military, the airline industry, your involvement with the Transport Workers Union and how you think those experiences will shape your work as the Civil and Human Rights Director.

A. I served in the Army for eight and a half years. I believe my military service made me a better person. It gave me boundaries and made me stronger in areas I was weaker in.

After I got out of the military, I held a few different jobs before I heard an ad on the radio for Southwest Airlines. I applied, they interviewed me and told me I was perfect for operations and dispatch. My family and I relocated to Indianapolis. At that time, there were only three females in operations, and I was the first Black female operations agent that had made it off probation. No female and no Black person had made it past probation because Southwest would just fire those people. I saw it with my own eyes. There was a Black gentleman who was at the end of his probationary period. All he needed was to clock out, and the next day he would come to work off of probation as a Southwest Airlines employee and TWU member. Just before he clocked out, Southwest fired him. They let him work all the way through his probationary period and then they canned him. That was the day I decided I was going to get involved with the union.

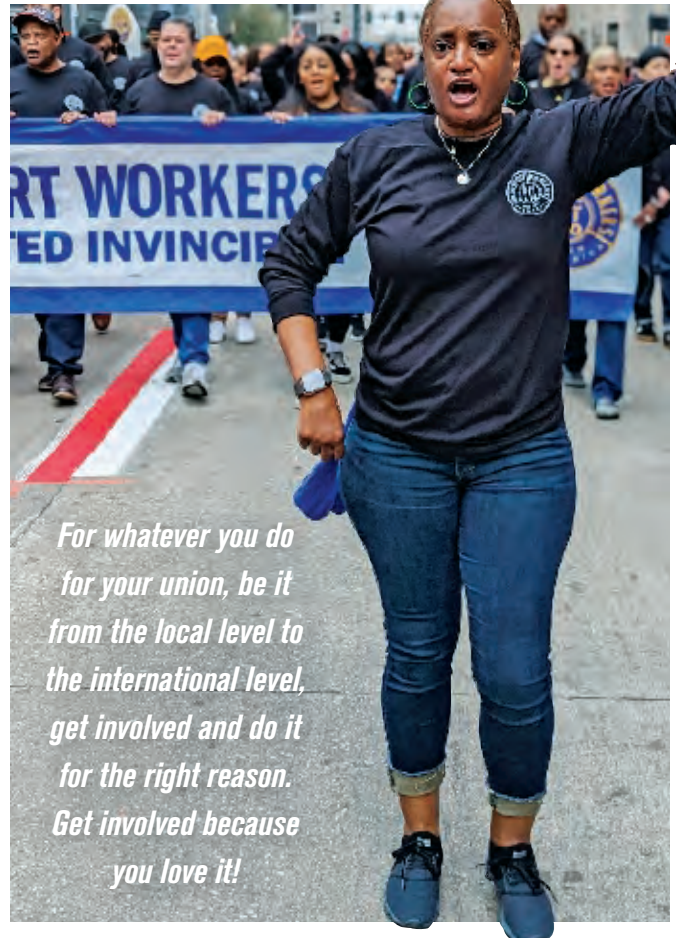
My family upbringing, my military career and the values that my parents, especially my father, instilled in me are where I get my work ethic from. I plan to apply that strong work ethic, and my strong sense of justice, to the position of Civil and Human Rights Director.

Q. The TWU has a storied history within the Civil Rights Movement and was an early supporter of Dr. King and his fight for freedom. The TWU was also fighting for equal pay for equal work among women and minority workers as far back as 1937. What does this history mean to you personally?

A. Because of all the groundwork covered by this great movement, we're now able to get a seat at the table where before we could not even get into the room. I want to maintain that seat and bring in more. The Civil and Human Rights movement is not just about access to good jobs; it is about improving quality of life for everyone.

Q. As Civil and Human Rights Director how do you intend to carry this legacy forward?

A. Our members are our number-one priority. As a union, it is our job to make sure that everyone has a safe working environment



*For whatever you do
for your union, be it
from the local level to
the international level,
get involved and do it
for the right reason.
Get involved because
you love it!*

without any type of injustice based on the color of their skin, their sexual orientation or religious beliefs. Right now, I'm looking into trying to set up training for the Civil and Human Rights Committee at the local level to give everyone a good foundation to start with. If there is something happening in your workplace that doesn't allow you to do your job in a safe and stress-free environment, then you need to contact your local Civil and Human Rights Committee.

Q. What do you want members to know about the Working Women's Committee and the Civil and Human Rights Committee?

A. The Working Women's Committee has hit the restart button. Our next meeting will be in October, hosted by Local 514 in Tulsa, OK. This meeting will map out the new vision that we have for the committee to move forward. Ideally, we'll create a space for TWU

women to come together, network, grow and learn tangible tools for how they can get more involved in the union and become more effective trade unionists.

Q. What advice do you have for TWU members, and what do you want members to know about the TWU that they may not already know?

A. For whatever you do for your union, be it from the local level to the international level, get involved and do it for the right reason. Get involved because you love it!

Q. What does the TWU mean to you?

A. For me, the TWU is all about family. I see the TWU as a family, but the TWU has also given me the ability to spend quality time with and care for my own family because I'm not working 24/7 and I'm able to make the kind of wages and earn the kind of benefits that allow me to provide for my loved ones.

Q. Is there anything else you want TWU members to know about you?

A. I hold great respect for the leadership at the TWU International for giving me this opportunity to advance to this level. I give everyone this advice when you're doing something that you love. People will notice you and see your potential. Keep doing what you are doing because someone is always noticing your great work. One last thing, *ALWAYS KNOW YOUR WORTH!*

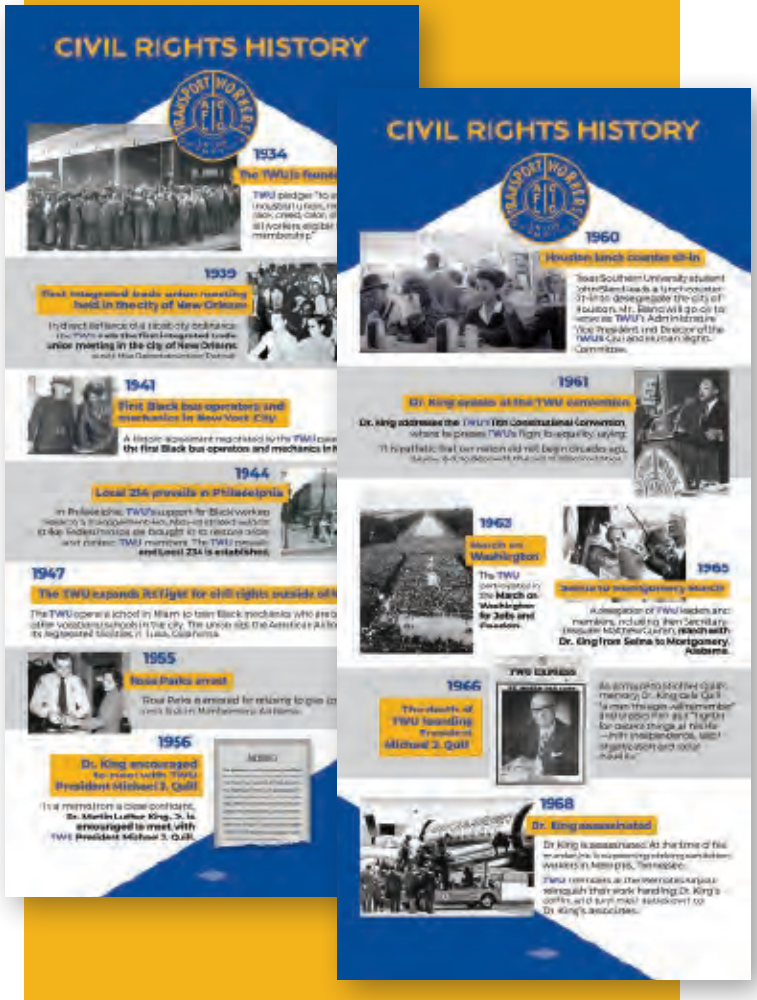
TWU Working Women Support Their Sisters and Brothers at Metro-North

Members of the TWU Working Women's Committee supported their sisters and brothers at Metro-North Railroad, who are preparing for strike action against the MTA, by participating in a public-education and fliering campaign July 14 – 15 in New York City. Learn more about the fight TWU members at Metro-North are waging against the carrier on page 19 of this issue of The Express.



TWU Civil Rights History Wows Guests at Coalition of Black Trade Unionists Convention

During the 52nd International Convention of the Coalition of Black Trade Unionists, held May 29 – 30 in New Orleans, the TWU, wowed guests with two larger-than-life vertical banners featuring our union's Civil Rights history. Beginning in 1934, when the union was founded, the TWU vowed to organize Black and White workers together. The TWU was also an early supporter of Dr. Martin Luther King Jr. and participated in significant milestones of the Civil Rights Movement, from the March on Selma to the March on Washington.



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