TWU Express
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Veterans Committee Visits the 9/11 Memorial & Museum in NYC

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Safety Summit Brings Experts & Officers Together to Prevent Accidents and Injuries



RAIL / 11

Remembering the Late Amy Griffin, TWU Trailblazer and Local 1460 President



TRANSIT / 14

Major Fightback Campaign in Akron, Ohio, Secures New Contract for Local 1 Bus Workers

Strategic Fightback Campaigns Bring Success



TRANSIT BOSSES AT AKRON METRO BULLIED AND disrespected bus workers in TWU Local 1, believing they could get away with it. They hired a notorious union-busting law firm to oversee contract negotiations; outrageously demanded workers accept two annual zeros instead of wage increases; and dishonorably used numerous delay tactics. As the cost of living went up and up, workers' wages remained flat. Frankly, the transit bosses in Akron behaved as if there weren't a union on the property to defend the workers.

But the tide started to turn in the fall of 2025 when Local 1 teamed up with the International to develop a plan. Together, we crafted and launched a strategic fightback campaign featuring a strong organizing ground game, targeted political elements, and aggressive communications tactics, all working in a synchronized, well-orchestrated manner.

The result, described in detail in the Transit Update section of this magazine, is a contract with economic gains that greatly exceed Metro bosses' "bottom line" contract demands. A Bus Operator making $66,500 today, for example, will make $80,200 by the end of the contract. The average retroactive paycheck, not counting overtime, is $8,300, with many exceeding $12K. Workers are receiving $2,000 signing bonuses.

This is a momentous victory for our hardworking members in Akron, but it's not unique for The TWU. The International continues our strong track record of teaming up with our locals to design and implement multifaceted, strategic campaigns to defend and advance transport workers. In the last several years alone, we fought and secured contracts that have significantly improved the livelihoods of TWU Local 2054 members working for Keolis, a global transportation conglomerate that provides commuter rail service between Boston and the suburbs; Metro-North workers in Locals 2001 and 2055 working in New York and Connecticut; Philadelphia transit workers in Local 234; and others.

On the Air side of the house, TWU used its leverage when JetBlue looked to merge with Spirit Airlines to wrest mid-contract raises from the company for Local 579 Flight Attendants working from bases in Fort Lauderdale, Orlando, Los Angeles, NYC, and other hubs.

During the Ohio fight, TWU International leadership and staff, led by Administrative Vice President Curtis Tate and Transit Division Director Willie Brown, were fully engaged. The International also provided expertise and personnel from multiple departments: Economic Analysis and Research, Organizing, Government Affairs, Communications, and Legal.

The ground game focused on organizing members, keeping them informed, and encouraging them to take action, including leafleting bus riders, speaking out at Akron Metro board meetings, holding protest rallies and demonstrations demanding a fair contract – and taking a strike authorization vote.

The political game included identifying Democratic voters and recruiting them to call and write Akron's Democratic mayor. More than 1,000 voters urged the mayor to use his influence over the Akron Metro Board and management to resolve the contract dispute in workers' favor.

The communications campaign featured television commercials, newspaper ads, and press releases that blasted Akron Metro management and exposing its hypocrisies. The Akron Metro CEO, for example, received more than $70,000 in bonuses while workers had neither a renewed contract nor raises.

Without a doubt, launching the strategic campaign was the turning point. It wasn't one element of the campaign, but the avalanche of all elements falling on the bosses and the mayor at the same time that turned the tide. No other union fights like us. There is only one TWU.



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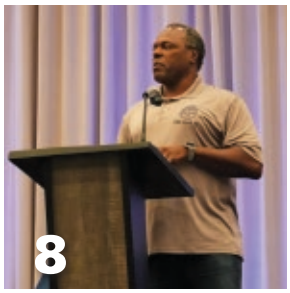
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Why Being In the Room Matters



By International Secretary-Treasurer Jerome Lafragola

Because of the nature of our jobs, the TWU needs to maintain constant relationships with all sorts of elected officials and policymakers regardless of whether we directly bargain contracts with them. So many of the rules and regulations that are critical for workplace safety, protecting the right to organize, and ensuring that our members can get what they deserve are governed by these officials – and you can be sure that management is also aware of this.

Recently, I spoke with New Jersey Governor Mikie Sherrill about the importance of opposing a new Federal Aviation Administration proposal to block state and local governments from setting meal and rest break requirements for Flight Attendants. The airlines are hoping the FAA will step in to prevent states from passing pro-worker laws. I made the argument that cutting off states like New Jersey from setting their own rules effectively reduces the power of state-level officials like the governor and creates policy that actively hurts our Flight Attendants.

These are exactly the types of conversations we at the TWU have daily, and they should remain a critical part of our mission.,

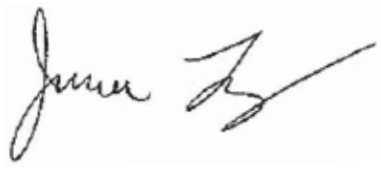
While many of the issues that we advocate for are at the top of our minds, such as ensuring that all transportation workers are able to receive a tax deduction on overtime earnings, we cannot assume that elected officials and their staffs have the same level of awareness. That's why conversations are so important.

The biggest example of constructive conversations happens at our Legislative and COPE Conference in Washington, where we recently discussed the overtime issue and our top priorities for the upcoming surface transportation reauthorization that Congress must pass into law. But we also lobby state legislatures around the country, testify before government officials, and simply build informal relationships. When an issue arises, having the personal connection that enables a TWU representative to quickly reach the relevant official is criticial.

Our International leadership is constantly traveling the country and speaking with elected officials and policymakers about all kinds of issues affecting the Air, TUUS, and Rail Divisions, and many of our local leaders are also putting in the work. For example, a number of local presidents in the Boston area gathered at a recent event for Sen. Ed Markey, a critical member of the U.S. Senate committee responsible for overseeing transportation.

It doesn't matter whether you are testifying at an official government hearing or simply introducing yourself and your local at an informal event – relationships and conversations are important in any context. Making politicians aware of the TWU's status as America's Fightback Union is a critical way to build a better future for you, your local, and all of us at the TWU. That way, when an elected official is weighing if they support a pro-worker piece of legislation or regulation, they are fully aware of where the TWU stands.

And you can be sure that anyone who chooses not to stand with us will never hear the end of it.





Humans Are the Essential Piece of Transportation Safety

By TWU International President John Samuelsen

This article appeared in a special edition of Eno Transportation Weekly, a newsletter focusing on AI, automation, and other emerging technologies and how they affect transportation.

The Transport Workers Union of America's 165,000 plus members work across the entire transportation sector. At transit agencies, airlines, railroads, bikeshare systems and elsewhere, TWU members see their jobs change drastically as new technology once again mushrooms across all modes of transportation. This is not a new phenomenon. Every few decades the next wave of innovation shifts how we move, but each successive wave of technology has reinforced the central role humans play to make our transportation systems safe and efficient.

Tech companies, along with their associated boards, investors, and cheerleaders, have claimed that this latest round of automation is unique. These voices, who often stand to make billions on automated transport, argue that current rules and regulations are unable to account for their new technologies. Instead, they argue for as little regulation as possible, asserting that rules developed decades ago cannot possibly encompass their latest technology. These same advocates will also claim that the consequences of unregulated deployment, job losses and a reduction in safety, are somehow unavoidable and a necessary cost of innovation. We should collectively reject that line of thinking just as we did when these same arguments were made regarding commercial jet engines (first produced in the United States in 1958), autonomous subways (1963), and any number of other "cutting edge" technology from the previous century.

In reality, the philosophical cornerstones of our transportation oversight regime were designed specifically to address automation and new technology.The most critical safety component of every vehicle is a qualified human to oversee the system and intervene, as necessary, to keep it running without incident.

A tour through some of the newest transportation innovations emphasizes the core role that qualified humans should be performing at all times. Robotaxis are designed to stop and query a human when the onboard computer doesn't understand a situation (a circumstance that is happening constantly for these vehicles and that deserves more scrutiny from policymakers). Railroads are using brake inspection portals, equipped with dozens of cameras, to feed data to qualified mechanical inspectors to determine where those humans need to spend their time fixing problems. In these cases,and hundreds of others like them, the presence of a qualified human, or lack thereof, is making the difference between a safe outcome and a reckless one. These examples show policymakers and the traveling public that automation without human input and control across the transportation sector is unworkable and unsafe.

Eliminating human control of our transportation systems inevitably leads to disaster. In 2018 and 2019, an automated system onboard the new Boeing 737-MAX aircraft (the "maneuvering characteristics augmentation system," or MCAS) repeatedly overruled commands from its pilots based on false sensor data – data the pilots visually confirmed was wrong. Two plane crashes at Lion Air and Ethiopian Airlines led to 346 deaths. Pilots in the U.S. faced identical problems in their automated aircraft systems. However, proper training and federal requirements allowed them to simply turn off the malfunctioning system. In public transit, the National Transportation Safety Board attributed a 2009 crash of Washington, DC's Red Line train – which killed 9 people and injured 52 others – to an automated system because it didn't detect another train on the tracks ahead of it and kept the second train moving at full speed. The operator of the Red Line train tried to use the brake to prevent the impending collision caused by the automated system, but the system's failures prevented the human operator from stopping the train.

It is essential that human workers have the ability to oversee, override, and control new technology precisely because safety depends on redundancy. Eliminating human oversight would destroy the checks and balances inherent to this system and deny regulators the first-hand experience in these systems needed to judge safety proposals.

The TWU doesn't fear technological developments in the transportation sector that could change the day-to-day nature of many of our members' jobs. Technology that enhances safety, provides additional data, and helps to avoid collisions are welcome developments. But technology is not a substitute for human judgement and control.

Veterans Tour the 9/11 Museum and Memorial in NYC

Ray Ruiz, 19, had already embarked on a career of service in the military when he walked into the National September 11 Memorial and Museum in Lower Manhattan one afternoon in August with other members of the TWU International Veterans Committee. After a 90-minute tour, he was even more convinced that he was on the right path.

The Memorial and Museum focuses largely on the victims, and the firefighters and police officers who rushed into the World Trade Center towers after terrorists flew hijacked commercial airplanes into them. About 17,200 people were working in the skyscrapers. About 15,000 escaped before the buildings collapsed. Among those who died were 403 firefighters and police officers.

"You know, they're running up these steps to go save these people, and some were not even on the clock or anything; they're going out of kindness, selfless service," Ruiz said. "That made a really big impact on me. They gave their lives to try to assist and bring back other people, knowing that they might not make it out. This gives me more of a reason, even more motivation, to serve my country, to give back."

Ruiz took the tour with nearly 40 other members of the TWU International Veterans Committee. He is the group's youngest member, having joined the Marines at 17, right after graduating from Benjamin Cardozo High School in Queens. He is assigned to the Marine Reserves and works as a Ramp Agent at John F. Kennedy Airport, where he is employed by American Airlines and represented by TWU Local 501.

TWU International President John Samuelsen joined the committee at the 9/11Memorial Reflecting Pools and visited a nearby firehouse. He noted that transit workers were the dominant work group at Ground Zero during the first 48 hours, operating heavy machinery and digging through rubble, while members of all TWU divisions – Air, Rail, and Transit – responded and were "on the pile" looking for survivors or remains.



International President John Samueslen flanked by the Veterans Committee's oldest member, Kenneth "Coach" Davison, 82, (left) and Ray Ruiz, 19 (right).

"During one of the most tragic periods in American history, TWU members from across our organization stepped up to the front lines to help any way they could," Samuelsen said. "That fact should never be forgotten."

Also on the tour was the Veterans Committee's oldest member, 82-year-old Kenneth "Coach" Davison, an Army veteran now





Ruiz looking up at The Last Column A 36-foot-tall, 60-ton steel beam that was the final piece of World Trade Center steel removed from Ground Zero during the end of the recovery effort in May 2002.



Members of the TWU Veterans Committee listening to a tour guide.

working as a Ramp Agent at Southwest Airlines. The tour was an "emotional" experience, as was 9/11 itself, watching the thousands fleeing and the buildings tumbling down with thousands still inside, Davidson, a member of TWU Local 555, said.

"The day of 9/11, I was so despondent and heartbroken, that I called the Army and tried to reenlist, but they told me, 'Sir, you are far too old, but thank you,' " he recalled.

Ruiz said he plans to serve 20 years in the Marines. He comes from a military family and was inspired by his relatives' service. His grandfather served in the Army during the Vietnam and Korean wars; a cousin is retired military; and his brother is an active-duty Marine.

"It's all about giving back, protecting a bigger cause, the lives of people and their freedom," Ruiz said. "It's things like this that matter to me the most. Everyone should be able to live happily, you know, with their family, live the life that they want to live."



Veterans Committee member Kesha Daniel, Local 575, looks at a NYC Fire Department truck that was crushed by rubble when the North Tower collapsed. Eleven firefighters who arrived in the truck were inside the tower when it collapsed and all perished.



A small segment of one of the communications antennas that was on top of one of the towers.

Air Division Hosts Successful Second Safety Summit

The TWU Air Division recently held its second safety summit, with about 100 attendees from across the division hearing from safety professionals, the FAA, and most importantly, each other.

"Last year's safety summit was a huge success, and we had positive feedback from our locals, so we went bigger this time," TWU Administrative Vice President Mike Mayes said, who attended the summit in Southlake, Texas. "The Air Division put a ton of work into creating an event that engaged all of our locals and sparked important conversations about safety that transcended job titles."

This year's summit was a two-day event, expanding from the one-day event held last year. Attendees discussed issues such as meal and rest break rules for Flight Attendants, extreme heat for Ramp Workers, and the importance of the Federal Aviation Administration's Aviation Safety Action Program.

"Safety is the most important part of our jobs, and collaboration is key to achieving a safe workplace" TWU Air Division Director Andre Sutton said. "When Flight Attendants, Ramp Workers, Aircraft Maintenance Technicians, Dispatchers, and more can come together and learn from one another, we can fight back on safety issues stronger. Whether it is contract language, pushing management to do the right thing, or engaging the FAA, a unified TWU is a safer TWU."

Attendees on day one heard from former pilot and American Airlines chief safety officer Scott Griffith, along with FAA Aviation Safety Inspector Steven Peoples. Both Griffith and Peoples emphasized the importance of reporting safety incidents in the aviation industry and how the FAA's approach of proactive, nonpunitive reporting has improved safety for workers and the traveling public.



"The FAA is smart enough to know they won't see everything. They know the only way to get the information needed to protect the public is to work collaboratively with you and the airlines," said Griffith. "Legal systems are insufficient to manage risk; they are outcome-based. Punishment rarely manages the risk."

Peoples echoed Griffith's argument, saying that "failure is okay, but it needs to be reported," not repeated.

TWU COPE staff and Government Affairs staff also briefed the audience on ongoing efforts to support pro-safety politicians and ensure that the 2024 FAA Reauthorization law is implemented properly and fully.



The Air Division's second safety summit was a big draw







"Last year's safety summit sparked so many important conversations between different TWU locals that we wanted to expand this year's event and make it even more memorable," said TWU Assistant Organizing Director and International Safety Coordinator Sean Doyle, who helped to put the event together.

Karl Mager, TWU Local 555, Bill Ainsworth, Local 513; Brad Brugger, Local 514; Jay Sleeman, Local 513, and Karen Koziatek, Air Division, were all involved in organizing the event.

On day two, speakers included Callie Choat, the managing director for safety systems and engineering at American Airlines, and Keltner Morris with the Southwest Airlines Pilots Association, discussing de-icing and runway movement, and TWU Local 577 Safety, Health, and Security Committee Chair Stacey Fenster discussing the new device called the ecology bottle that collects and contains leaking aircraft engine oil before it pollutes the cabin air. Attendees also heard presentations from the Allied Pilots Association and the Association of Professional Flight Attendants.

"Aviation safety rightfully garners headlines when something goes catastrophically wrong, but events like the safety summit help everyone build a safer workplace and ultimately benefit everyone who flies," said Mayes. "The Air Division stepped up in a big way to put on a successful event that brought so many people together in pursuit of a shared goal of safety."



Inaugural Summit for Dispatchers

The Transport Workers Union convened the first-ever Dispatchers Summit to bring Locals 592 and 550 together to discuss pay disparities, work rules, and negotiating strategies.

The TWU has approximately 1,600 Dispatchers in the two locals: Local 550 comprises Southwest Airlines workers, while Local 592 has contracts with many employers, including Hawaiian Airlines, Alaska Air, Sun Country, and about a dozen regional carriers. Dispatchers manage pre-flight route plans, monitor flights, provide pilots with weather updates, and perform other communication, operational and safety tasks.

"These folks need to be on the same page because, even though they're part of the TWU, they were fighting the fight independently, and we wanted to get them to understand that the TWU is a family, and we fight together," Air Division Director Andre Sutton said. "And when the International gets involved, it's like having your big brother show up in a fight."

The three-day event was held in August in Las Vegas, Nevada. Local 592 President Brian Borbeau developed the program with input from TWU International Chief of Staff Gary Peterson. International Administrative Vice President Mike Mayes also attended.



TWU lawyer Mark Richards leads a session at the Dispatchers summit.



Local 592 President Brian Borbeau developed the program for the Dispatchers' Safety Summit.



TWU International Chief of Staff Gary Peterson addresses Dispatchers at the summit.

Cabin Crew Coalition Meets in Texas

Leaders from the TWU's Flight Attendant locals met in Texas in August to discuss critical issues facing in-flight crew members, including opposing a new attempt from the FAA to prevent state and local governments from creating meal and rest legislation. TWU Administrative Vice President Mike Mayes and Air Division Director Andre Sutton attended the meeting along with TWU staff.

TWU Backs Bill to Protect Crew and Passengers from Toxic Cabin Air

The TWU strongly supports a newly introduced bill from Sen. Richard Blumenthal (D-Conn.) and Rep. John Garamendi (D-Calif.) that would expand the Federal Aviation Administration's cabin air reporting provisions, require real-time onboard air quality monitoring equipment, improve crew training, and enhance the collection and public reporting of data on engine oil, hydraulic fluid smoke, or fume events to improve aviation safety.

The bill was cosponsored by Sens. Ed Markey (D-Mass.) and Tammy Duckworth (D-Ill.)

Remembering Amy Griffin, TWU Trailblazer

Amy Griffin, a 38-year TWU member and Amtrak Lead Service Attendant who became the first and only female Railroad Division President, passed away on June 27 after a battle with cancer. She was 59 years old.

Griffin was a fierce advocate for Amtrak workers and all TWU members. Her decades of experience propelled her to many leadership positions within the union and as an expert on railroad labor issues. She testified before Congressional committees on Capitol Hill multiple times.



Amy Griffin
September 18, 1966 – June 27, 2026

Elected president of Local 1460 in 2012, a position she held until her death, Griffin was also elected to the TWU International Executive Board in 2013 and elected as a TWU International Vice President in 2021. In addition, Griffin was the Railroad Division's representative on the original TWU Working Women's Committee.

"Her dedication to her members, their families, and her coworkers was unmatchable," TWU Railroad Division Director John Feltz said. "Amy was a force within the TWU and for working women at Amtrak."

Griffin was a mainstay at TWU events and rallies, including spearheading a TWU campaign to stop Amtrak's former President and CEO from contracting out On Board Service work. In September of 2020, Griffin testified before the House Committee on Transportation and Infrastructure about the effects of Covid on passenger rail service.

"I met Amy the day she and I first joined Amtrak in 1988," Local 1460 Secretary-Treasurer Vickie Smith said. "We became friends immediately and worked together for 31 years. She was very dedicated to her work and very loyal to her friends. She took her union positions in the local very seriously and represented her members very passionately. Amy and I had many good and fun times on and off Amtrak. My best friend you are missed!"

In 2024, Griffin helped negotiate the largest wage increase for On Board workers in Amtrak's history and secured a contract with paid family leave for the first time ever. Griffin described the negotiations as "a long, hard-fought battle, but I know we came out on top."

The contract included 10 weeks of paid parental leave and a 34% compounded wage increase over seven years.

"Working with Amy was a blessing for me," Wilson Johnson, who took over the presidency from Griffin. "I learned so much from her about the union. She was a fierce fighter, and that inspired me to be the same way. Not only was she a coworker and a friend, but she was also part of my family. We became very close. We even had a ringtone for each other; mine for her was 'nag nag.' Hers for me was 'danger danger.' It still hurts to know that she is not here. But I will always remember her in my heart."

Griffin was born in Pittsburgh and raised in Akron, Ohio before joining Amtrak in 1988. According to her family's obituary, outside of work Griffin enjoyed spending leisurely evenings with friends, visiting the zoo in whatever city she was in, and frequenting the pool for fun and relaxation.

"Amy Griffin embodied the absolute best of our fighting, industrial union," TWU International President John Samuelsen said. "She represented the ethos of Mike Quill with her determined spirit to improve the lives of workers and their families and is an example to all of us how to make a difference within a local and all the way through the International. I will miss her greatly."



Griffin talking to a reporter in 2018 after a protest in Manhattan against an Amtrak plan to lay off workers and reduce on-board food service.



Griffin at the podium of a TWU International Convention.



Rail Officers Sworn in

TWU International Rail Division Representative Brian Delucia swearing in new Local 2055 President Anthony Crapio (seated right), along with Secretary-Treasurer Michael Rollier, Vice President Richard Houde (seated) and Member-at-Large Nicholas Pascale (standing right). Recording Secretary John Coady not pictured. The ceremony took place in June.

U.S. Senate Advances TWU-Backed Bill to Modernize Railroad Retirement Board

The Senate Health, Education, Labor, and Pensions Committee (HELP) in July voted unanimously to advance a bill that would give the Railroad Retirement Board a predictable federal funding stream to effectively administer benefits. Currently, the board, which administers retirement, survivor, disability, unemployment, and sickness benefits to railroad workers, is underfunded. The lack of funding has led to the closure of field offices and caused unacceptable delays in processing benefits.

"Creating a permanent funding stream for the Railroad Retirement Board and giving railroad workers timely access to services they spent years paying for should be a clear-cut decision," TWU Rail Division Director John Feltz said. "The TWU calls on the Senate to swiftly pass the legislation."

"Creating a permanent funding stream for the Railroad Retirement Board and giving railroad workers timely access to services they spent years paying for should be a clear-cut decision. "The TWU calls on the Senate to swiftly pass the legislation."

– John Feltz
TWU Railroad Division Director



The legislation was introduced by Senate HELP Committee leaders Bill Cassidy (R-La.) and Bernie Sanders (I-Vt.), along with Sen. Jim Banks (R-Ind.) and Sen. Tim Kaine (D-Va.). The legislation was approved by the HELP Committee just weeks after its introduction, after the committee held a hearing earlier in the year to highlight problems funding shortfalls are causing at the Railroad Retirement Board

The bill now heads to the full Senate for consideration. The TWU strongly supports its swift passage into law.

The board is funded by payroll taxes paid by rail workers and railroads, but the amount disbursed for administration purposes is determined by Congress, leading to unpredictable and inadequate funding.



TWU graduates with TWU International Rail Division Director John Feltz (center), Staff Rep. Brian DeLucia (far right), training staff and Amtrak officials.

TWU Apprentices Graduate to New Careers

The second class of TWU Amtrak apprentices graduated in Wilmington, Delaware, on July 30, advancing their skills, pay, and careers with the new title of Journeyman Carman.

The apprentices completed a three-year program that includes classroom study and working alongside more experienced co-workers. Their previous titles were Cleaner or Carmen Helpers.

"This is an excellent program and opportunity for our members," TWU International Rail Division Director John Feltz said. "It allows members to improve their livelihoods and economic security, for themselves and their families. It's a gamechanger."

Apprentices worked across different shops and gained a range of skills, including taking apart, rebuilding, and refurbishing sleeper and observation cars, painting locomotives, and overhauling wrecked railcars. They also repaired and replaced the interiors of dining cars and their kitchens. Apprentices accrued seniority while completing the program, allowing the apprentices to accumulate time on the job that further improved their pay rate.

The Wilmington graduates are Michael Babby, Joseph Cerminara, Michael Ciritella, Brian King, William Lloyd, Keya Miah, Tanesha Phillips, Evan Reynolds, Irene Rivera, and Demytri Smith.

The first group of TWU Amtrak apprentices graduated in March 2025 at Amtrak's Beech Grove facility in Beech Grove, Indiana. It was a milestone event.

The program is the result of Feltz's persistent advocacy. For years, he badgered Amtrak bosses to revive a long-shuttered apprentice program. Management told Feltz he was "beating a dead horse," he recalled last year.

"My response was, 'I'll beat that horse until it comes back to life,'" Feltz said. "That horse is now a Triple Crown winner and taking its victory lap."



Rail Division officers gathered in Pittsburgh for training and educational programs.

Rail Division Leaders Meet

In June, the Rail Division held a Rail Presidents Council meeting in Pittsburgh where union officers participated in training sessions on disciplinary hearings, grievances, and appeals.

The two-day event featured TWU International Training and Education Coordinator Mitch Lieberman and Organizing Director Angelo Cucuzza, who presented on internal organizing, including ways to encourage member engagement in union activities, campaigns, and governance.

Five Rail Division Presidents, three Vice presidents, and one Secretary-Treasurer from Locals 2009, 2051, 2016, 2035 and 2055 attended the meeting.

Contract Battle in Akron Ends with Big TWU Victory

A multi-faceted and strategic TWU fightback campaign in Akron, Ohio, secured a "excellent" six-year contract for Bus Workers, who will receive a 21% compounded wage increase, substantial retro payments, and a signing bonus. A Bus Operator making $66,500 today will make $80,200 by the end of the contract.

Local 1 Bus Operators, Vehicle Service Workers, and Clerical Workers ratified the agreement in September, marking a major victory for workers – and undeniable defeat for Akron Metro bosses. Running retroactively from June 2024 to May 2030, the contract includes:

- $8,300 in retroactive pay per member, on average, not including overtime.
- A $2,000 Signing Bonus
- A $2,000 Annual Attendance Bonus, up from $1,000
- Annual raises of 3%, 3%, 3.5%, 3.5%, 3%, and 3%



TWU International Transit Division Director Willie Brown addressing Local 1 members before they leaflet riders about the contract dispute in Akron, Ohio.

> *"I'm proud of my members. They leafleted riders, held rallies, spoke out at Metro Board meetings – and were ready to strike. Once management realized workers were organized and ready to take strike action, they buckled."*



TWU Local 1 President Wayne Cole

The contract is substantially better than the three-year proposal that was drafted by a fact-finder/arbitrator and approved by the Akron Metro Board in June. That proposal included two years without a raise, one 4% increase, a $3,500 signing bonus – but no retroactive pay.

"We fought back and drove the economic value of the contract much higher than the bosses ever thought possible," TWU International President John Samuelsen said. "We put together a strategic campaign with Local 1 leadership, executed the plan, and secured a contract that gives workers the respect and economic advancement they deserve."

"This is a major victory for the hard-working men and women who provide vital bus service to Akron and the surrounding communities," TWU International Administrative Vice President Curtis Tate said. "The terms of this contract are light years better than what the fact finder recommended and what Akron Metro was looking to impose, including two years without raises. We rejected that 100% and stood our ground."



Local 1 came out on top in the contract fight with Akron Metro

"I'm proud of my members," TWU Local 1 President Wayne Cole said. "They leafleted riders, held rallies, spoke out at Metro Board meetings – and were ready to strike. Once management realized workers were organized and ready to take strike action, they buckled."

Local 1's previous contract with Akron Metro expired June 1, 2024, and workers received their last raise was June 1, 2023. The new contract includes increases to workers' health insurance premiums, but they are dwarfed by the significant wage and bonus gains, and they remain flat for the duration of the agreement.

The Local partnered with TWU International to launch a fightback campaign with three main areas of focus after conducting research: organizing and engaging members to take action; putting political pressure on the Akron mayor to intervene on workers' behalf; using paid ads, press releases, social media, and other forms of communications to align workers with the community and attack Akron Metro management.



Local presidents and officers from across the country attended the Presidents' Council Meeting in Tampa, Florida.

Big Turnout at the Transit Presidents' Council Meeting

The Transit, Universities & Utilities, Services Division held its annual Presidents' Council Meeting in June to update and inform local leaders on TWU International activities, federal regulations, and other important matters.

About 40 local presidents and other officers attended the three-day gathering in Tampa, Florida, in June.

"What was most gratifying was the turnout," TWU International Administrative Vice President Curtis Tate said. "We had a lot of people attending who had not participated in the past and a lot of new faces, newly elected officers who were there. It was a very good event."

The conference featured a presentation by TUUS Staff Representatives Christina Scott and Jose Cruz on Federal Transit Administration drug and alcohol testing policies and changing rules regarding eligibility for Commercial Drivers' Licenses. TWU attorney Mark Richards led a seminar on conducting contract negotiations, while outside expert Maralin Falik of Global Election Services, led a session on how to run elections for TWU locals.

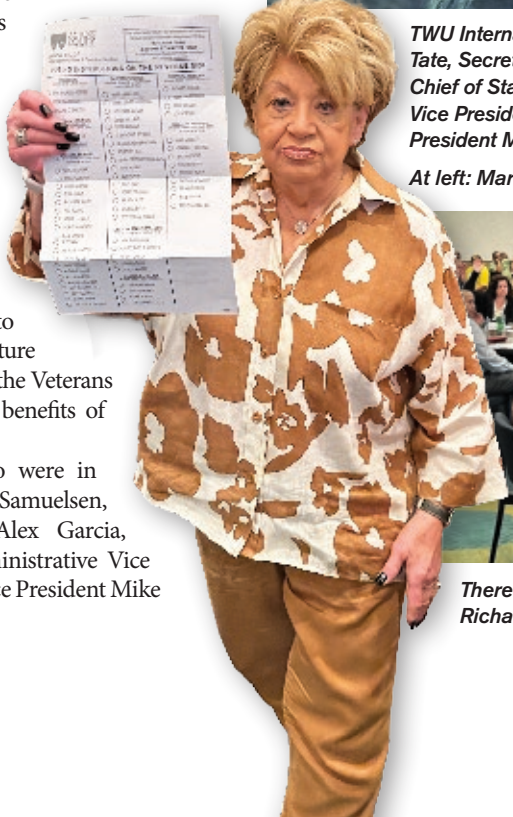
Government Affairs Director Zack Tatz updated local officers on federal legislation the TWU is supporting or opposing, while Special Projects Coordinator Alejandro Arroyo spoke about internal organizing to engage members in union activities. The Future Leaders Organizing Committee (FLOC) and the Veterans Committee also outlined the activities and benefits of joining those groups.

The International's top five officers also were in attendance: International President John Samuelsen, International Executive Vice President Alex Garcia, Secretary-Treasurer Jerome Lafragola, Administrative Vice President Curtis Tate, and Administrative Vice President Mike Mayes.



TWU International Administrative Vice President Curtis Tate, Secretary-Treasurer Jerome Lafragola, Air Division Chief of Staff John O'Donnell, International Executive Vice President Alex Garcia, and Administrative Vice President Mike Mayes.

At left: Maralin Falik with a sample election ballot.





There were plenty of questions for TWU lawyer Mark Richards during his session on contract negotiations.

New Contract for Ann Arbor Transit Workers

TWU Local 171, representing Ann Arbor Area Transportation Authority workers, won significant raises and better benefits in a newly ratified four-year contract. Members, including Motorcoach Operators, Mechanics, Customer Service Agents and more, will receive a 14.5% pay increase over the life of the contract, along with a $3,500 signing bonus.

"Local 171 fought hard against attempts from management to erode longstanding benefits while winning significant pay increases in their latest contract," TWU International Administrative Vice President Curtis Tate said. "We are happy to have ratified a new deal that will improve the lives of our members and their families."

TWU members in Ann Arbor have been working without a contract since April. Local 171 beat back management attempts to roll back existing family leave policies and increase the amount members are currently paying for their healthcare.

Longtime Local 171 President Delisa Brown secured and used local news coverage for her fight against management's attempt to decrease paid leave for mothers that needed to take some time off before giving birth.

"This contract is a big win for our families," Brown said. "I'm proud we were able to negotiate an agreement that benefits families while giving everyone a major pay boost. "By the end of the contract, a senior Motorcoach Operator who currently tops out at $33 per hour will make over $38 per hour. That is a gamechanger for our membership and I'm proud of the work that everyone at our local put in to get these negotiations over the line."



Local 171 President Delisa Brown shakes hands with a Bus Operator after the contract win.

The deal also includes a $500 per quarter perfect attendance bonus an increase in dental and orthodontic coverage, and time off benefits greater than Michigan's Earned Sick Time Act.

Workers in Augusta, Georgia Ratify New Three-Year Contract with Major Raises and Improved Benefits

TWU Local 527 ratified a new three-year contract with MV-Transit in Augusta, Georgia, securing significant raises and quality-of-life improvements. The local represents Fixed Route & Paratransit Bus Operators, Rural Bus Operators, Mechanics, Utility Workers, Customer Service Clerks, and Parts Clerks working for MV-Transit at Augusta Transit.

Starting wages increased from $17.48 to $20 per hour and wages this year will increase on average by 13.31% for all workers and job titles. Over the life of the agreement, the highest wage increase is 30% with an average of 20% among all workers. Everyone in the bargaining unit will also receive a $1,000 ratification bonus.



TWU Local 527 President Benyoel T. Morgan

The agreement comes a month after the TWU raised the prospect of a strike after months of negotiations.

"The wage increases and quality-of-life improvements in this contract are a significant win for Augusta Transit workers," TWU International President John Samuelsen said. "Local 527 made clear to management that their substandard offers and months of slow-walking negotiations were unacceptable, and it led to a contract victory. This is another successful fightback campaign for the TWU."

Local 527 also reduced the amount members must pay for medical, dental, and vision insurance from 30% to 25% of costs, with MV Transit agreeing to increase its share from 70% to 75%. Management must also respond to leave requests within three business days or the leave is automatically approved.

"I'm proud that we were able to win a contract that is significantly better than management's initial proposals," Local 527 President Benyoel T. Morgan said. "We were able to work through issues and secure wins on wages, benefits, attendance policies, safety policies, vacation, and staffing concerns."





Local 575 President Enrique Guzman talking to members and officers at the Union Hall and on the job.

Local 575 President Enrique Guzman

Tell us about your Local?

TWU Local 575 represents approximately 2,400 Fleet Service Clerks employed by Envoy Air, Inc., formerly known as American Eagle Airlines, Inc., or Executive Airlines, Inc. Local 575 members work at two stations: LAX and DFW. As Fleet Service Clerks, our roles include various ground operations at the airport, such as transporting, loading, unloading, warehousing, safeguarding, and documenting baggage, cargo, mail, and supplies. We also service and clean aircraft interiors, operate both motorized and manual equipment, and perform other related duties like de-icing and towing/pushback of aircraft.

What do you think makes your Local unique?

Our Local is unique because we operate as a shared Local across two of the busiest airports in the nation, LAX and DFW. We have made tremendous efforts to leverage technology to our advantage by modernizing outdated processes. We currently use GrievTrac for all grievance filings, as well as digital surveys to gather CBA feedback, identify management issues, and support member petitions.

What's the biggest issue, or some of the biggest issues, facing your Local?

The biggest issues our Local is currently facing include being expected to operate unsafe equipment, work in unsanitary conditions, endure constant CBA violations, experience manager-to-member hostility, and tolerate exploitative practices. With contract negotiations starting this year, our Local is up against a company that is strongly anti-labor, and we have to listen to the voice of the members in order to make a change.

Tell us about your job and work history

I started at Envoy Air, Inc. in 2016 as a Fleet Service Clerk. During my employment, I earned a Bachelor of Science in Business Administration from CSULA and am currently pursuing a Master of Legal Studies from Pepperdine University, Caruso School of Law. I have been a proud member for 10 years and am committed to bringing my work experience and education to better support the Local.

Why did you get involved in the union?

In 2018, a mentor and friend, Rene Ortiz, asked me to become a Shop Steward to assist members in the workplace. I decided to step up and be a voice for the voiceless, as many members were afraid to speak up for fear of job loss, retaliation, or disparate treatment. I was tired of the constant turmoil within the union and its leadership and wanted to help members receive fair treatment and the protections guaranteed by our contract.

What prior roles have you had in the union?

I have been blessed and fortunate to hold the following positions since 2018: Shop Steward, Member at Large, Vice President, and now, elected President. With the guidance and support of the International Executive Council and my Air Director/Mentor, Andre Sutton, I was honored to be elected as an International Executive Board member under the United Unstoppable slate.

What advice would you give to members who want to get more involved with their local?

At every membership meeting, face-to-face interaction, or field visit, we consistently encourage our members to get involved. We often hear from members that "you are the union" and that we should act immediately when problems arise. However, we continually remind them that our union is made up of every member actively participating, not just placing the burden on the Executive Board or labeling us as the union. We are all the union, and together we can create change. Start by joining a committee, attending a membership meeting, or participating in a steward training. Don't wait until you've been personally affected to get involved or speak with union leadership. Every member has the skills, the voice, and the power to make a difference.



Crapio, third from left, and other TWU leaders representing Metro-North Railroad workers at a TWU Local 100 rally.

Tony Crapio, Local 2055

Tell us about your local?

We're a small local. We have about 110 members, and we represent Coach Cleaners and Car Inspectors. Our local is located in New Haven, Connecticut and Bridgeport, Connecticut.

How did you become President?

I wanted to get involved in the union back in 2005. I became Shop Steward and then I stayed involved in the union, and a position was open for Recording Secretary, and I was appointed. Then I became Vice President 2023, and in March 2026 I became President when our President retired.

What vision do you have for your local?

I want to see more jobs. I want to see our local grow, our profession grow. I want to see more Car Inspectors and Coach Cleaners.

What makes your local unique?

Our local is different because we are a smaller group almost like a family, we're brothers and sisters and we all know each other and have each other's backs.

Why did you get involved with the union?

I became involved to make sure that, as labor, we are treated fairly and not taken advantage of, to protect our brothers and sisters from unfair work practices.

What is your job and work history?

I started in 2002 as Coach Cleaner, and in 2003 I became a Car Inspector.

What is your biggest strength as president of your local?

Communication with my members; I want to know their issues and want them to know that they can come to me, and I have their backs.

What advice would you give to members interested in getting involved with the union?

Come to the meetings, learn about the contracts, and learn about the rules. Learn what the union does.

What are the issues your local faces?

The biggest issue is job cuts. Our local is already small and any job cuts hit hard. So protecting jobs and growing our local is a priority. Computer-based, automated inspections are a real threat to the work performed by our members. That is one area that threatens our growth and jobs.



Tony Crapio at TWU International Headquarters in Washington, D.C.



Crapio and other TWU leaders representing Metro-North Railroad workers at a TWU Local 100 rally.

NYC Ferry Workers Unanimously Join the TWU

The TWU of America, which represents workers in the Air, Rail, and Transit industries, is now expanding to the ferries that ply the East River, Hudson River, and the New York Harbor off the shores of Manhattan and Brooklyn.

Marine Diesel Technicians and Welders at the New York City Ferry voted 61-0 to join the TWU, the first union on the property. The successful organizing drive is just the beginning of a larger ferry campaign, TWU International President John Samuelsen said. Hornblower, the company operating the ferry service under contract with the New York City Economic Corporation, also employs hundreds of Deckhands, Captains, and Supervisors.



NYC Ferry Workers working out of the Brooklyn Navy Yard have joined the TWU.

"This is blockbuster development for us," Samuelsen said about the vote. "We have our foot in the door, plan to organize all ferry workers, and will work with our union allies to ensure all are represented."

Hornblower operates seven ferry routes with stops that include Wall Street and East 34th St. in Manhattan; Astoria, Queens; Red Hook and Atlantic Ave., Brooklyn; and St. George, Staten Island. The iconic Staten Island Ferry, with boats capable of carrying between 1,200 and 4,500 passengers, is operated by the NYC Department of Transportation, not Hornblower.

"We are growing our ranks with this latest organizing victory because workers see the day-to-day fight we bring to all fronts and want to be part of it," Samuelsen said. "We will now begin work on a critical first contract to bring big gains for NYC Ferry workers, just like we have for decades with NYC subways, trains, buses, planes, and bikes."

The ferry service launched in 2017 and operates six year-round routes and one seasonal route.

TWU Special Projects Coordinator Alejandro Arroyo said the "highly skilled" Marine Diesel Technicians and Welders are primarily based in the Brooklyn Navy Yard. Better wages and benefits were key issues leading workers to seek membership in "America's Fightback Union," Arroyo said.

While organizing the NYC Ferry workers, TWU sought advice from officials in the Marine Engineers' Beneficial Association, which represents Staten Island Ferry mariners employed by the NYC Transportation Department, MEBA President Roland Rexha told The Chief newspaper. He said the two unions "work really well together" and will continue to collaborate on efforts to organize other ferry service workers.

"We want to see more and more union jobs on the waterfront," Rexha told The Chief. "This is a good day for labor to know that more workers are being represented, and more workers will have security."



Menzies Fuelers, who service aircraft at Orlando International Airport, after voting to unionize with the TWU. All Fuelers at the airport are now in the TWU.

There were two other recent organizing victories since publication of the summer Express:

In August, Brick Township Municipal Utilities Authority workers on the Jersey Shore joined the TWU Local 220, which represents municipal workers in Ocean County, New Jersey. The Utilities Authority workers primarily work as Professional and Office Staff, and Technical Foremen. After nearly 100% of workers signed union authorization cards, the New Jersey Public Employment Relations Commission certified their representation, without requiring an election.

Also in August, Fuelers and Ground Support Equipment (GSE) Mechanics employed by Menzies, a private aircraft servicing company at Orlando International Airport, joined the TWU. The Fuelers were voluntarily recognized by management after nearly all of the workers signed cards announcing their intention to unionize. Fuelers at the airport working for PrimeFlight joined the TWU one year ago, and contract negotiations resulted in workers receiving a 15% pay raise, vacation pay and guaranteed sick time. The Menzies Fuelers will join TWU Local 504, and the TWU is the largest union on property at Orlando International Airport.

Happiness is Finding a Dog a Home

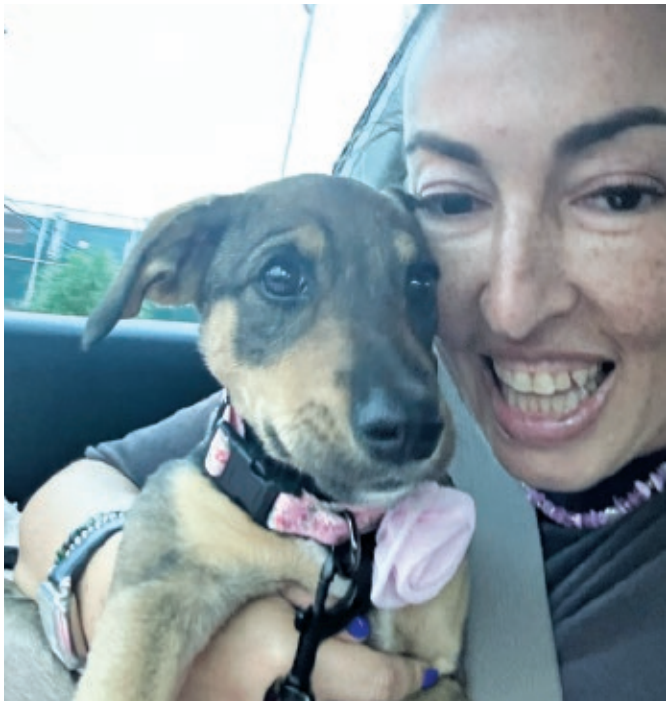
About three years ago, JetBlue Flight Attendant Leah Weintraub came across a nonprofit that rescues stray dogs from Aruba and finds them homes in the United States. She decided to help by picking up a dog that was flown to Kennedy Airport and driving it to its designated foster home in the NYC area. Then she did it again. And again. And again.

"It was such fulfilling work picking up these beautiful puppies and bringing them to their new owners or fosters; I just wanted to get more and more involved," Weintraub, a TWU Local 579 Shop Steward, said. "They are so appreciative. When you take them out of their carrier, they instantly kiss you. They are constantly in your lap. They just want to be loved, and they're so grateful."

Weintraub estimates that she has picked up and placed more than 100 stray or neglected dogs from Aruba with foster or adoptive families over the last three years, starting with her own pet, Kaia. She has fostered about 20 dogs until they were placed with new owners.



Three Cunucus rescues celebrating a birthday in Aruba



Leah and her adopted Cunucu, Kaia

"It's like the world just stops and you're in this amazing, happy bubble of these beautiful dogs, and all they want is contact, some human love."

Aruba has a stray pet problem in part because of a lack of spaying and neutering of pets on the island. Three main organizations are working on the issue of stray animals: Crijojo Trappers Aruba, Luna Foundation Aruba, and the New Life for Paws Foundation. Known as "flight angels," volunteers bring dogs on flights from Aruba to the United States. They are often animal lovers who go to Aruba for vacation with the intent of escorting a dog on their return flight home, Weintraub said.

The most common type of dog on the island is the Arubian Cunucu. This is not a formally recognized breed, but Cunucus are now mixed-breed hounds whose ancestors are believed to have hunted alongside the island's indigenous Arawak people. They are highly energetic, intelligent, and relatively easy to train. They make great family pets and, according to Weintraub, are particularly good with children.



Leah and another volunteer rescued Chill in Aruba. He was hit by a car and found on the side of a road.

"That's because on the streets of Aruba, the children are the nicest to them," she said.

Aruba is an independent country in the Kingdom of the Netherlands. It was also under Spanish and English control at times, so Cunucus understand commands in multiple languages as several are spoken on the island: Papiamento, a Portugese-based Creole language, Dutch, English, and Spanish.

In addition to transporting dogs, Weintraub volunteers on the island a few times a year, rescuing stray dogs left on the street, assisting at a "safe haven" operated by the Luna Foundation that can temporarily hold 140 dogs, and helping staff at free spaying and neutering clinics. In the U.S., she works with a network of individuals and families who foster pets and with help place dogs in permanent homes through social media outreach and adoption events.



Kaia as a puppy

"When you do this work, all you think about is the dogs," Weintraub said. "A lot of them have never had a warm bed to sleep on. They've never had a cookie. They've never had their belly rubbed. Just watching a street dog transforming, learning how to be loved, is just so fulfilling and heartwarming. It's simply the greatest work."



Heading to the U.S. and foster homes



Committee members shared memories of Amy Griffin and lit candles in her honor.

Working Women's Committee Gathers in Tulsa

In July, the Working Women's Committee installed new Co-Chairs at its quarterly meeting Tulsa, Oklahoma, and remembered recently deceased Amy Griffin, a longtime committee member and Local 1460 President, with a candle-lit vigil.

The new co-chairs are: Pamela Forte, Local 556; Nivea Luke, Local 100; Jasmine Jones, Local 1400; and Charis Dorsey, Local 555.

Griffin, 59, passed away in June after a battle with cancer. She was the president of Local 1460, representing On-Board Service Workers at Amtrak, for 14 years.

Other highlights of the gathering included:

- A presentation on senior abuse and how to identify warning signs that a senior citizen is being abused.
- The committee donated a truckload of shoes to the Tulsa Dream Center, which assists individuals and families in need. The center provides hot meals, groceries, medical services, tutoring, and clothing to those afflicted by poverty.
- A presentation on Habitat for Humanity, the global nonprofit that promotes home ownership. The organization relies on volunteers and donations to build housing and also provides affordable mortgages.



Working Women's Committee Director Shirely Duff and Chair Cassandra Gilbert, center, with newly installed committee Co-Chairs.

Future Leaders Hone Their Skills

The Future Leaders Organizing Committee (FLOC) gathered in June for educational and training programs in Cocoa Beach, Florida.

External and internal organizing were the main topics of the meeting, which drew more than 80 members and officers from across the TWU's Air, Rail, and Transit divisions.

"It was a huge turnout and a huge success," Heather Laverty, TWU International Legislative and Political Representative said.

Organizing Director Angelo Cucuzza outlined tactics the TWU has used in past and ongoing campaigns to recruit new members, push back against oppressive managers, secure good contracts, and achieve other goals. International Executive Vice President Alex Garcia and Administrative Vice President Mike Mayes also attended.

"Internal organizing is about building strength and unity within a local so that when issues arise, officers and members can develop a strategic plan to tackle it," Cucuzza said.

Step one is to gather members' email addresses and cell phone numbers to educate them about a critical issue that needs to be addressed, whether it's a rogue manager or a new contract, Cucuzza said. The next step is to foster member engagement through actions, such as leafleting or demonstrating. He said team leaders need to assign tasks, including reaching out to the regional labor movement, meeting with targeted elected officials, and contacting local news reporters, he said.

"Everyone has an active role - even down to providing meals at union activities," Cucuzza said.

During the meeting, TWU lawyer Mark Richards discussed external organizing of new members with the group.









The Future Leaders Organizing Committee gathered in June for educational and training programs in Cocoa Beach, Florida, hosted by Local 525.

Labor Campaign Launched in Florida

Joined by the TWU's Florida State Conference, South Florida AFL-CIO President Jeffery Mitchell kicked off the labor organization's "Labor 2026 Campaign" in May with a dire warning to elected officials: Transit Workers, Teachers, Construction workers – and many other working people who vote – are struggling with high rent and home prices.

"Working people are being priced out of South Florida while the people who keep this community running are struggling just to stay here," Mitchell, a TWU International staff representative, said. "The Labor 2026 campaign is about making sure working people have a stronger voice at every level of government so we can fight for affordable housing, better wages, stronger unions, safer workplaces, and an economy that works for everybody — not just wealthy developers and corporations."



Florida State Conference with Jeffery Mitchell, South Florida AFL-CIO President, and TWU International Representative, second from right.

The campaign, which was kicked off at the UA Pipefitters Local 725 Union Hall, was attended by elected officials and union leaders, including members of the TWU's Florida State Conference and COPE Director Andrew Rangolin.

TWU Leaders in Massachusetts Meet Sen. Markey

The Massachusetts State Conference spent time with Senator Ed Markey, a longtime friend and supporter of the TWU, to discuss the concerns and priorities of TWU members in Massachusetts. The meeting provided an opportunity to advocate for our members and address issues affecting them, while also expressing our sincere appreciation to Senator Markey for his continued support of the TWU.



TWU Local 507 President Tim Hughes, Local 579 President Lyndi Howard, Sen. Markey, and Local 2054 President Ed Flaherty

Women in Nontraditional Workplace Roles

Jamie Heikkinen

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 nontraditional workplace roles. In this issue of the Express, we are featuring Jamie Heikkinen, Aircraft Mechanic and a member of Local 574 in Marquette, Michigan. Heikkinen has been a proud TWU member since 2009.

What is your job title and where do you work?

I am an Envoy Air Aircraft Mechanic based in Marquette, Michigan, where I have been working since January 5, 2009.

How long have you been a TWU member, and what is your role within the union?

I have been a proud TWU member since 2009. I'm just a card-carrying member. I did recently attend two Working Women's Committee meetings in Fort Lauderdale, Florida, and Tulsa, Oklahoma.

What does the Transport Workers Union mean to you, and how has it impacted your life?

Being a member of TWU helps protect my livelihood. It means job security to me. It means better pay. It has allowed me to stay competitive in my job because it creates fairness among my work group.

I had been working on vehicles my whole life; my grandpa taught me how to work on small engines as a young girl.



Aircraft Mechanic Jamie Heikkinen, Local 574.

Tell us about the job you perform and your responsibilities?

As an Aircraft Mechanic, I work on almost all of the plane. Some days I work on the aircraft doors, some days on the engines, some days on the interior, and some days on flight controls. I need to do my job efficiently and safely.



What made you decide to become an Aircraft Mechanic?

I had been working on vehicles my whole life; my grandpa taught me how to work on small engines as a young girl. I joined a program called No Worker Left Behind that was funded through the state of Michigan. It happened to be at a time in my life when I was looking for something different; I was 35 and working two jobs. The program came up, they paid for my books, and they gave me a little bit of money for school.

I grew up around the Air Force base here. Seeing jets fly almost every day as a kid kind of piques your interest. I try to push the trades for the kids graduating. Otherwise, they're going to be in debt their whole life. It's a good job. I don't live paycheck to paycheck and it allows me to travel. I take quite a few vacations per year.

When you're not working, what are your favorite activities?

I like to hang out with my family and friends. I love to be outdoors riding my side-by-side off-road vehicle, picking berries, and just enjoying the fresh air.

What challenges have you faced as a working woman?

We do work in a male-dominated career, so we still face some discrimination. It's 2026, and you think it would be gone by now, but it's still alive and well. There are some jobs men don't think we're capable of doing, and we need to prove them wrong.

What advice would you give to other women?

If you put your mind to it, anything is possible. It is a hard job, but I believe we are all capable of doing the job with the right mindset.

Training, Officers Sworn In, Picnics, Union Pride

Local 2003, Terre Haute, Indiana







Local 225, Hoboken, New Jersey



Local 574 Marquette, Michigan



Local 264, NYC NY



Local 572 ,Des Plaines, Illinois



Local 527, Fort Gordon, Georgia, and Local 239, Groveton, GA.



Local 548, Euless Texas



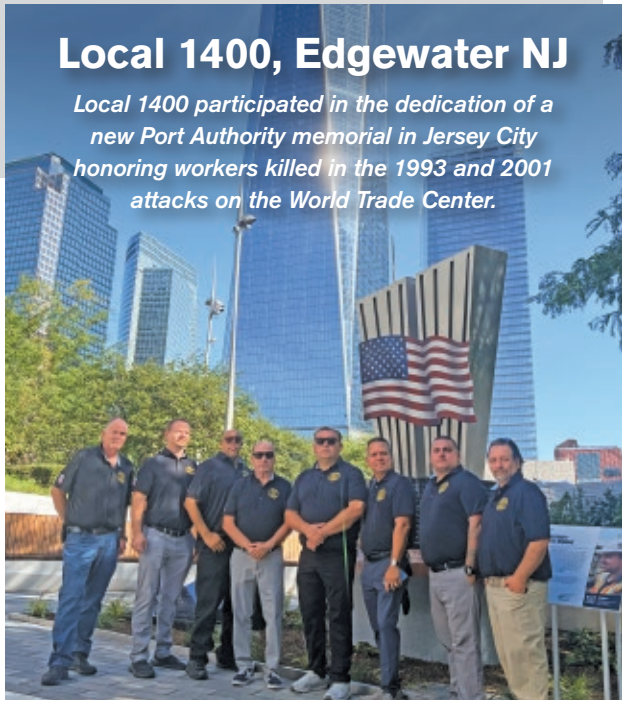


Local 575, Euless, Texas, and Local 557, Dallas



Local 1400, Edgewater NJ

Local 1400 participated in the dedication of a new Port Authority memorial in Jersey City honoring workers killed in the 1993 and 2001 attacks on the World Trade Center.



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– Raychel Armstrong,
Vice President, TWU Local 577



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