



**TRANSPORT WORKERS UNION OF AMERICA
AFL / CIO**

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Local 562

JFK-LGA-EWR-PHL-SJU-BOS

www.twu562.org

September 15, 2011

Dear Brothers and Sisters:

In the last update all the open items were listed, nothing changed as a result of the informal talks that took place on September 7 and 8. The Full Negotiating Committee met on September 9 in DFW to discuss the meetings and agreed to another meeting in early October. As you are aware there has been a lot of talk about the pilots recently and with new aircraft coming that's not in the APA contract there may be a strong incentive for the company to get a deal in place so they can utilize those aircraft.

On September 10 Unions from New York had our Labor Day parade, four people from Local 562 attended, Gary Santos, Angelo Balbo, Bobby Gless and myself. Sadly that's more than most years. Local 501 had a good showing and Local 512 President Sean Doyle Marched as well. The TWU marched as one Union and with the addition of Local 100 and the bus the size was more pronounced.

On September 12 Chuck Schalk, Steve Gukelbeger and I went to Dallas to show support for their new and reelected officers. Officers from Locals 561 and 564 flew in as well. Steve Gukelbeger met with the other Stores committee members so they could have face to face discussions as far as the Stores strategy going forward. The Stores Committee had not met since June and hasn't met with the company since May. The swear-in also provided the opportunity to have our VPs meet. With the Presidents tied up in Negotiations it will help to have our VPs familiar with each other should we end up in a self help scenario. In the future it would be desirable to have all the VPs meet, hopefully this was just a start. We plan these relationships to enable us to coordinate actions and share information like never before. Dallas, Miami, New York and Los Angeles are four of the five cornerstone cities. These VP have agreed to maintain direct communication with each other to quell disinformation without having to go though the Presidents who may be involved in Negotiations and unable to quell rumors about other stations as fast as some are able to start them.

On September 14 I attended the TWU's New York State Conference hosted by Local 100 at their Manhattan offices. The meeting was attended by 13 TWU Local leaders with Locals based in New York. Several different industries were represented such as but not limited to Transit, Rail, Port Authority Workers, airport ground support workers, School Bus Drivers, and Airline workers. Topics included the need for us to work closer together to fend off attacks on things of mutual interest such as Workers Comp and other issues from State Government officials who are trying to close budget gaps on the backs of working people. Local 100 has a good track record as far as mobilizing their members and hopefully we can get members from other TWU Locals to join them in these actions. As you must be aware the attacks on working people have intensified since September 11, 2001. Airline workers were the first to fall and we have yet to recover. Their success here has emboldened the enemies of labor.

Auto-workers came next, now we see State after State going after the very right to organize. In some states trying to organize a union is punishable by imprisonment (Georgia). However, unlike us, these workers are fighting back and it's in our interests to support them in their fight so they can support us.

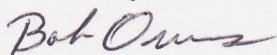
Last week I also contacted the NMB. They informed me that 53 Airline contract disputes are currently in Mediation. This is unprecedented. I tell you this because I know that the stress of what seem to be eternal negotiations is placing us all under extreme stress, but you are not alone. We have gone too far to give in. We must remain committed to getting what we have earned and in addition to increased compensation we must get Retro. Retro has been the norm not only in our negotiations but throughout negotiations conducted under the RLA. If not there would be little incentive for workers to maintain the status quo. In fact in the often cited Amtrak case the PEB said this:

"Full retroactivity is not inconsistent with industry patterns over the years. It appears that full retroactivity has been granted in some cases and compromised in other cases by payment instead of signing bonuses. We are persuaded that, in this case, nothing short of full retroactivity is fair and equitable and appropriate to begin to restore to employees the lost wages that resulted from their inability to obtain a successor Agreement over the unprecedented eight year period that these employees have continued to work without a new Agreement. Even an award of full retroactivity will result in Amtrak having had the benefit of an interest-free "loan" of the pay that would have been granted on an ongoing basis if the Freight or other applicable pattern had been timely incorporated as part of an Agreement."

For the full report you can go to this link.

<http://kas.cuadra.com/star/images/nmb/PEB%20Report%20242.pdf>

Fraternally;



Bob Owens
President
TWU Local 562