

REINSTATE T/O ANDY VALENTINE WITH FULL BACK PAY AND A CLEAN RECORD!

THE TRUTH ABOUT THE 96TH STREET & COLLISION WHY THE MTA SCAPEGOATED TRAIN OPERATOR ANDY VALENTINE

Fact #1:

The MTA fired Andy Valentine in order to cover-up their complete responsibility for the 96th Street collision and criminal disregard for passengers' and transit workers' safety. T/O Valentine is completely innocent!

Fact #2:

T/O Valentine was not operating the train when it collided with a train in customer service near 96th Street. In fact, a Train Service Supervisor (TSS) was operating the train, supervising, and overall in charge of the move.

Fact #3:

Acting as a flagger in the cab of the first car, T/O Valentine did everything he was trained to do to get the TSS to stop the train, including by continuously transmitting instructions to the TSS by hand-held radio until the final possible moment.

Fact #4:

In violation of all established procedure, the TSS should have immediately stopped the train the moment communication via radio went silent.

Fact #5:

The MTA has long known that there are radio dead zones right in that area, a fact reconfirmed by an NTSB transmission test conducted soon after the collision.

Fact #6:

T/O Valentine was fully within his rights to speak to the press after the accident, and he was encouraged to do so by TWU Local 100 representatives. The public had a right to know what happened. Echoing the experience of thousands of fellow transit workers, Valentine was also right to suspect that management would try to cover up their scandalous safety meltdown.

Fact #7:

MTA management charged T/O Valentine with violating procedures that were not even established practice or part of any training workers had received. As Valentine's lawyer put it: "The TA attempted to cure this training deficiency by issuing a Bulletin, Memoranda, and OCC Directive **after the fact**, and including OTH movement information in the refresher courses **thereafter**" (emphasis added).

Fact #8:

The MTA consciously disregarded the extensively researched and publicly available NTSB report on the 96th Street accident, which proves that T/O Valentine did nothing wrong. The so-called "neutral" arbitrator also dismissed the NTSB's report, showing clearly his bias if not collusion with the MTA in firing T/O Valentine and putting the riding public at risk.

Fact #9:

Part of management's disinformation campaign against T/O Valentine is insinuating that he could have stopped the train by either using the hand-brakes or cutting-in the BCOs. This is bonkers, because the hand-brake is designed to keep a stationary train from moving, not for stopping a 10-car train in motion within seconds. Furthermore, until recently, train operators were never trained to cut-in a BCO in the impossible situation Valentine faced.

Fact #10:

T/O Valentine did everything humanly possible to stop the train, yelling "Stop!" repeatedly on the radio, selflessly assisting his conductor in the final moments before the collision, and then barely escaping being crushed. The fact that the MTA still went after him is grotesque.

Fact #11:

T/O Valentine is an exemplary worker with a spotless record while operating trains during eight years of service. His disciplinary record only shows he was late to work...once.

Fact #12:

Some shameless and defeatist union reps have claimed that T/O Valentine should have copped a plea (in other words, admitted some guilt even though he wasn't guilty) and perhaps taken a demotion just to keep his job. This is the sick logic of people who end up alibiing and covering up management's disciplinary attacks against everyday transit workers and TWU members. Andy did nothing wrong! His fight is our fight! No worker should have to go through what he's gone through. But if we don't fight as a union for Andy to be reinstated, many more transit workers will continue to be victimized.

MTA's Real Priority: Service Over Safety

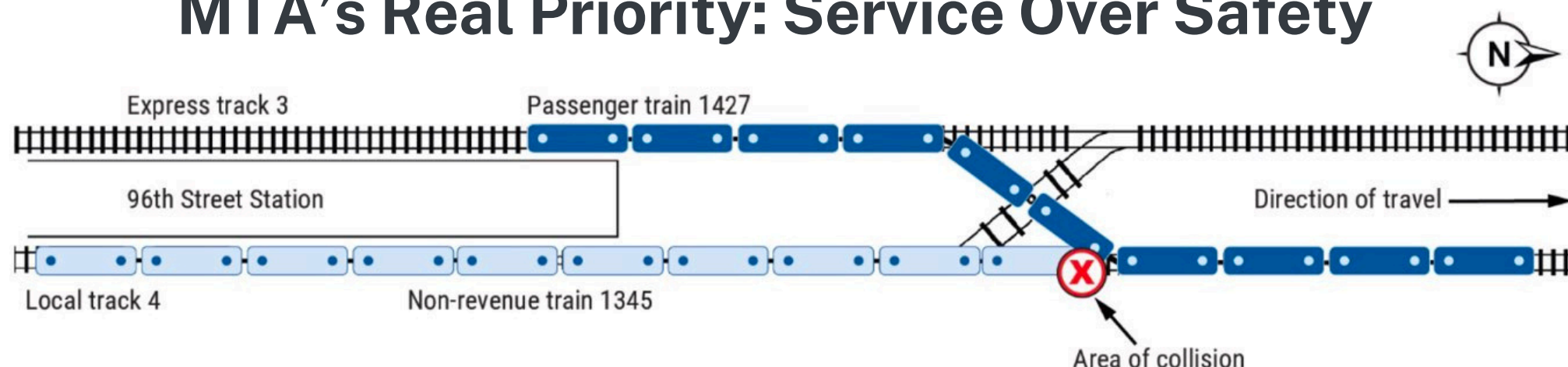


Illustration of Collision Location — Thursday January 4, 2024 (Federal Transit Administration)

Operations Control Center inexcusably placed a train full of passengers in front of a disabled train with faulty brakes, while making a risky move in a notorious radio dead zone!

Ad Hoc Committee to Reinstate T/O Andy Valentine

June 12, 2025 **f** All Out For Andy Labor Donated