

NEW YORK CITY TRANSIT AUTHORITY
Successor to:

BOARD OF TRANSPORTATION
of
THE CITY OF NEW YORK
370 JAY STREET
BROOKLYN 1, N. Y.

WM. JEROME DALY
SECRETARY

TELEPHONE ULster 2-5000

REFER TO 1026-B

May 7, 1954

From: Office of the Personnel Clerk

To : Mr. Alexander Goncharko
2077 60th Street
Brooklyn 4, N. Y.

Subject: Record of Employment

The records of this office indicate that you have been employed by the New York City Transit Authority and its predecessors as follows:

- December 9, 1947 - Appointed Bus Maintainer-Group B
(provisional competitive)
(temporary)
- October 15, 1950 - Termination of provisional appointment
- October 16, 1950 - Appointed Bus Maintainer-Group B
(permanent competitive)
- December 28, 1951 - Name changed from Alexander Goncharko, Jr.

The following is a record of your duties:

Repair and maintain Twin Coach Type bus, gasoline driven. Torque Convertors, Engines, Brakes and accessories for approximately two (2) years, at Ulmer Park Garage.

Worked in the Central Repair Shop on G.M.C., Mack and Twin Coach type buses and performed miscellaneous type of unscheduled repairs on same for approximately four and one-half ($4\frac{1}{2}$) years.

You are presently employed in the Surface Car & Bus Maintenance Department (Brooklyn Bus) and your services have been satisfactory.

/s/ J. Viglione
for
A. Bass
Personnel Clerk

c o p y

11/3/55

Mr. L. G. Robinson

Account of hiring
Alex Goucharko, as machinist
and he says he is not
a machinist, and the
Committee has no evidence
of him working at the mach-
inist trade, we enter a
protest of his being hired
as machinist.

Very truly yours

Tom Naples
Local Chairman

Nov. 7, 1955

Mr., Hester

On the 15th day of Oct., at 3 pm I was assigned to take out thrust bearing on Eng 385. When I went on the job the day man Alex Groncharov had drop the cap of the bearing in the crank case. It took me one hour and half to get it out.

Joseph Fitzgerald

sketch on E.M.E. OCT 11, 1955

New York Transit

Authority GONCHARKO

Mr. Alex Goncharko

supposed to have 2 years
in the rupp as a 2nd class
machinist.

Worked as a Bus Maintainer
Group (B).

Check on

Surface Car & Bus Maintenance
Department (Brooklyn Bus)

as a Bus Maintainer -
Group B.

New York City Transit Authority

370 Jay Street
Brooklyn 1, N.Y.

transferred
1026.E.S.

ERIE RAILROAD COMPANY



C. K. JAMES
SUPT. OF MOTIVE POWER
W. G. CARLSON
ASST. SUPT. OF MOTIVE POWER
E. D. HALL
MECHANICAL ENGINEER

November 25, 1955

MIDLAND BUILDING
CLEVELAND 15, OHIO

Mr. W. E. Nestor
General Chairman, I.A. of M.
6 Wells Street
Hornell, New York

Dear Sir:

In meeting with the General Chairman on November 10th, you raised question concerning Mr. Alex Goncharko hired at Brier Hill as Machinist.

I am quoting below answer to inquiry relating to this man's previous employment and his specific duties involved:-

Repair and maintain Twin Coach Type bus, gasoline driven. Torque Convertors, Engines, Brakes and accessories for approximately two (2) years, at Ulmer Park Garage.

Worked in the Central Repair Shop on G.M.C., Mack and Twin Coach Type busses and performed miscellaneous type of unscheduled repairs on same for approximately four and one-half ($4\frac{1}{2}$) years.

It would appear that his previous employment would qualify him as Machinist according to Rule 39 of current agreement.

Very truly yours,

C. K. James

*This man
resigned Dec. 9, 1955
Case closed*

December 12, 1956.

Mr. C. K. James,
Supt. Motive Power,
Erie Railroad Co.

Dear Sir:

For the second time it has become necessary to protest the employment of Mr. Alexander Goncharko, as a Machinist, at Brier Hill, Ohio. Diesel Shop. No action was taken on your letter of November 25, 1955, on this subject, as Mr. Goncharko resigned from the Erie Railroad Co. on December 9, 1955.

We are protesting the employment of Mr. Goncharko, as a Machinist, for the simple reason that no evidence has been produced to show that this man has worked as a Mechanic.

We have received protests from the Machinist Apprentices employed at Brier Hill, due to the employment of this man and it would appear from the protests I have received from the regular Mechanics that there must be some foundation for these protests.

It is very seldom that a complaint of this nature is progressed to your office and I would appreciate it, if serious consideration would be given and if this man does not have the necessary qualifications, then he should be removed from service, as a machinist. We have no objections if this man was employed as a Machinist Helper.

It seems strange that after so much discontent when this man was originally employed, that the Local Officials should reemploy this man as a Machinist.

The Apprentices at Brier Hill feel that the Local Officials have made a mockery out of the Apprenticeship System on the Erie Railroad.

Awaiting an early reply, I am,

Very truly yours,

General Chairman.

February 29th, 1956

~~Mr. H. C. Mortimer,~~
Mr. Wm. E. Nestor.

Dear Sirs:

We the undersigned object to the hiring of one, Alex Goncharko, as a machinist. We are serving an apprenticeship according to the rules, and in working with Mr. Goncharko, find we have to show him how to do the work, and it is an injustice to us who are about to finish our apprenticeship. There is no purpose serving four years as an apprentice, when one, Mr. Goncharko, or another, can walk right in ahead of us without serving an apprenticeship.

Anthony J. Carson
Frank J. Hayward
Harold G. Martin
Joseph A. Concione
Alfredo Corsale
Francis J. Tobin

Apprentice
apprentice
apprentice
Apprentice
Apprentice
apprentice
apprentice

Copy to Committee.
Jim Naples.
Jim E. Nestor.
R. Keenan.

February 29th, 1956

Mr. H. ~~O.~~ Mortimer,
Mr. Wm. E. Nestor.

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Anthony J. Carson
~~Martin Hawk~~
Frank F. Fitzgerald
Harold G. Marks
Joseph G. Criscione
Orlando Corrale
Francis J. Tobin

Apprentice
apprentice
apprentice
Apprentice
apprentice
apprentice
apprentice

Copy to Committee.
Jim Naples.
Jim E. Nestor.
R. Keenan.

Brier Hill Camp,

Jan 1, 1911

Mr. L. G. Robinson

Master Mechanic

Enter here with objection to hiring of Alex. Goncharuk, account of his failure to show that he has had four years experience as outlined in our Rules Book for machinists.

Respectfully,
J. J. [Signature]

Copy to Mr. [Name]



ERIE RAILROAD COMPANY

Youngstown, Ohio

In your reply please
refer to our file 273

March 3, 1956

Mr. William Naples,
Local Chairman,
Int. Assoc. of Machinists, Loc. #1524,
Youngstown, Ohio

Dear Sir:

In answer to your letter of March 1st, 1956 objecting to the hiring of Alexander Goncharko as a Machinist at Erier Hill Diesel Shop. You say that he has failed to show that he has 4 years experience as a Machinist.

Shortly after this man was first hired in October of 1955 you were in Master Mechanics office and was shown a letter confirming Mr. Goncharko's record with the Board of Transportation of City of New York, which shows him as doing maintenance work on the various equipment operated by the Board of Transportation of City of New York from December 9, 1947 to October 7th, 1955. It was also brought to your attention that he came out of U.S. Coast Guard with a 2nd class Motor Mechanic rating.

Therefore your objection is hereby denied.


Master Mechanic

cc: P. L. Green.

3-9-56

Hi Bill

This is the answer I got
from Mr. Robinson.

Also copy of protest I gave
him.

The apprentice also gave him
a copy of this protest.

Should get one of the copy
to Mr. Kennan, app. supervisor.

Bro. Frank Porfalis would
like to talk to you soon.

Bill Naples

PS. Concharfo says he
(true business)
belonged to local 1920 in
Brooklyn.

ERIE RAILROAD COMPANY



C. K. JAMES
SUPT. OF MOTIVE POWER
W. G. CARLSON
ASST. SUPT. OF MOTIVE POWER
E. D. HALL
MECHANICAL ENGINEER

MIDLAND BUILDING
CLEVELAND 15, OHIO

March 19, 1956

Mr. W. E. Nestor
General Chairman
International Association of Machinists
6 Wells Street
Hornell, New York

Dear Mr. Nestor:

I have your letter shown dated December 12, 1956 regarding employment of Alexander Goncharko as Machinist at Brier Hill, Ohio.

I wrote you under date of November 25, 1955 listing previous experience of this man, which clearly indicated that he had more than four years experience in the machinist trade as required by Rule 39 of Shop Crafts Agreement.

In December, 1955 Mr. Goncharko resigned because of sickness in his family, but later he returned to Brier Hill and was again employed as a Machinist.

From what I can learn from Mr. Robinson, Mr. Goncharko has a good knowledge of his trade and fully qualifies for employment as Machinist.

We have been short of Machinists at Brier Hill for some time and were fortunate to be able to hire one and there was no intent to cause discontent on the part of our Machinist Apprentices at that point.

Very truly yours,

C. K. James

March 26, 1956.

Mr. C. K. James,
Supt. Motive Power
Erie Railroad Co.

Dear Sir:

Referring to your letter of March 19, 1956, in which you advise that Mr. Alexander Goncharko, has the required experience, at the Machinist Trade, as required under Social Rule 39, of the Shop Craft Agreement, and also that Mr. Goncharko, resigned from the Erie Railroad because of sickness in his family.

I was advised that Mr. Goncharko, resigned from the Erie Railroad, for the purpose of opening a Garage.

Would appreciate a copy of the information as to his previous employment that would tend to prove that he had the required time at the machinist trade to qualify him as a Machinist under Rule 39, of the Special Rules of the Agreement.

We are aware of the shortage of Machinists at Brier Hill and that is one of the reasons we suggested some kind of a policy in regards to Apprentices and Helpers to alleviate this condition, but, if we are going to be forced to accept situations of this nature, then, there is very little use in trying to cooperate with the Officials of the Mechanical Department.

This episode has done more to break down the Apprenticeship Program on the Erie Railroad than anything I can think of today and if the Local Officials and Supervisor of Apprentices condone this action and they are upheld by the Officials of the Mechanical Department, then, God help the Mechanical Department of the future on the Erie Railroad.

Very truly yours,

General Chairman.

ERIE RAILROAD COMPANY



C. K. JAMES
SUPT. OF MOTIVE POWER
W. G. CARLSON
ASST. SUPT. OF MOTIVE POWER
E. D. HALL
MECHANICAL ENGINEER

MIDLAND BUILDING
CLEVELAND 15, OHIO

April 2, 1956

Mr. W. E. Nestor
General Chairman
International Association of Machinists
6 Wells Street
Hornell, New York

Dear Mr. Nestor:

Yours of March 26, 1956, regarding employment of Alexander Goncharko.

I wrote you under date of November 25, 1955, quoting answer to your inquiry relating to this man's employment and am giving you another copy as information.

You will note that he has had more than four years service in the Machinist trade as required under rule No. 39 of current agreement with Shop Craft Employes.

Very truly yours,

CK James

May 21, 1956

Mr. C. K. James
Supt. Motive Power

Dear Sir:

Regarding conversation in your office concerning the employment of Mr. Alexander Goncharko, as a machinist at Brier Hill Shop, Ohio.

I was under the impression that further investigation of this man's qualifications would be made on account of certain statements that were made as to his ability.

Would you kindly advise if any further information has been presented to change the decision on the protest from the Machinist Craft.

Very truly yours,

General Chairman.

ERIE RAILROAD COMPANY



C. K. JAMES
SUPT. OF MOTIVE POWER
W. G. CARLSON
ASST. SUPT. OF MOTIVE POWER
E. D. HALL
MECHANICAL ENGINEER

MIDLAND BUILDING
CLEVELAND 15, OHIO


May 24, 1956

Mr. W. E. Nestor
Genl. Chairman, I.A. of M.
6 Wells Street
Hornell, New York

Dear Mr. Nestor:

Yours of May 21, 1956 concerning employment
of Mr. Alexander Goncharko as Machinist at Brier Hill
Shop.

This man recently has resigned from our service.


Very truly yours,