



CONA NEWS

VOICE OF THE CARRIAGE OPERATORS OF NORTH AMERICA

November 2021 ISSUE

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President's Corner

By Nicki VanTuyt

WOW! It's hard to believe that 2021 is almost over. As a board, we have been hard at work this past year accomplishing goals we set forth after the 2021 Virtual Convention. Two of the top priorities on our list were Continuing Education Units (CEUs) and investing. I am proud to announce that my fellow Board member Anne Murray took this CEUs project by the reins and in this newsletter you will see what she has been working so hard on.

If you have any questions, please reach out, and we will back to you.

The second priority was investing Board Members: Broderick Christoff, John Gwozdek, Mike Miller and Skip Maletzke together have put in countless hours

figuring out how to help CONA grow through investments. This project is still in the processing stages as it takes longer than I was aware of to get this all setup. Once it gets up and running, we will post updates in the newsletters. It is our goal to receive enough through our investments to be able to bring our members amazing speakers and offer other incentives in the years to come.

As we continue to grow our membership, you will begin seeing them mentioned in our newsletter. We have 6 new memberships. Website upkeep and maintenance is another ongoing thing inbetween our board meetings.

We are trying to be keep informa-

tion relevant and easy to locate. Let us know if you need help with the website or your profile. Did you know we have a MEMBERS ONLY Facebook page where we encourage our members to have conversations and ask questions? I recently had to ask about working in the snow. It was great to see the responses that came in since it is something I have never dealt with and our fellow members gave quick and clear answers--exactly what I was looking for.

Last, but not least, I want to thank, MaryLou Gwozdek, Secretary; Ben Speight, Vice President; Anne Murray, Board Member; Ariel Fintzi - Member from New York; and Briana Erdmier, Horse Chiropractor for their contributions to this newsletter.

In regards to future newsletters let us know if you have been featured in a publication anything from a local publication to a news show or on the internet. Even if it's just a picture in a catalog. Let us know. All of those moments are worth sharing. If it's a website or a blog let us know so we can share the link in our newsletter. We want to spotlight our members when we can.

As a team, your board members have all given our utmost to CONA and may you all receive the benefits of the hard work that has taken place this past year. Our organization has undergone a lot of advances and the continuation of this group depends on everyone in our membership. I can't wait to see what the next few years bring.
-Nicki Van Tuyl-

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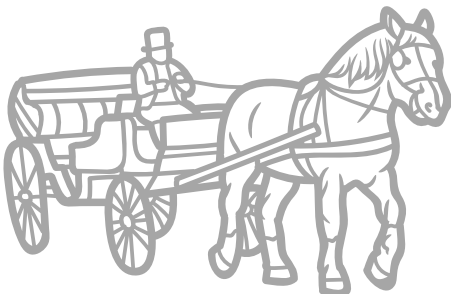


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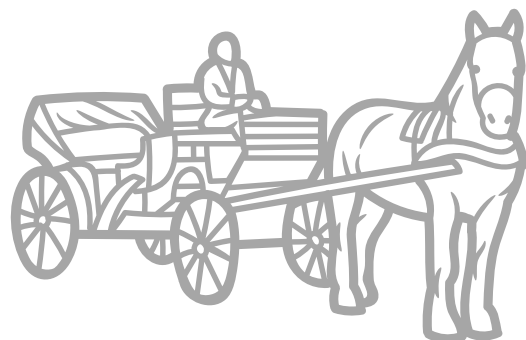


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Why Horse Chiropractic?

By Brianna Erdmier - Equine Chiropractor - Oklahoma

Horse care: so many things that we should do. Take the supplement, use the new pad, send them to that trainer. Feed them top of the line pre-formulated feed. Feed them nothing but straight oats and alfalfa. Get a weekly massage. Ride them 20 minutes a day. Ride them until they're broke. Ice their legs. Do your breathing treatments. Kick him out to pasture for six months. Let them roll. Don't let them roll. There are so many ways to care for your horse. There are so many great things that you can do for your animals and there's always conflicting ideas. So... Here's another one, chiropractic.

Why Chiropractic? Simply put, The body is better with it than without it. I see horses for chiropractic care for a variety of reasons. The main one being athletic performance. Horses that have full range of motion can extend, drive, pull, and reach better than those that are locked up. Think full range of motion doesn't matter much? Go rope and imagine wearing a shirt that's too small in the shoulders... good luck. Your body simply cannot do it. I have seen rope horses that had no heart begin to pull. I have seen horses improve their barrel runs by more than a second. One of my favorites is a rodeo gelding who

Why Horse Chiropractic? (Cont'd.) by Brianna Erdmier

shags bulls and wouldn't get down and crawl. At 18 years old he began to do it again with chiropractic care! Can they do it without it?

However, if you want the most from this horse that you worked hard to train to its highest level, be sure to maximize the animal you're sitting on with this type of chiropractic care.

The second main reason people get their horses adjusted is for injury treatment. They can be treating a chronic injury where the body has created arthritis and/or scar tissue. It can be a short-term injury

such as a funny step that caused a twist in the leg and further problems of the leg that go into the barrel and spine. Most people understand that bad feet cause problems in the knee, shoulder, and withers (and all kinds of other things 😊), but the same thing happens if your horse has a joint out of alignment anywhere in their body. They will compensate. You don't want the body to heal in a bad position. The body can heal better when it is balanced. Every single day the body is healing. It's healing from workouts, wrong steps, or even just the job we ask them to do. Their muscles are

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Why Horse Chiropractic? (Cont'd.) by Brianna Erdmier

healing, they're repairing, and they're getting stronger.

Third--and my favorite reason people get horses adjusted--is purely for maintenance and prevention. When a horse has a spine in the correct position, they neurologically function better, and therefore are healthier. You can keep a horse balanced and correct minor issues versus waiting for larger ones to build that cause more damage and take more time to heal. What a different way to live!

So how do you know if your horse needs adjusting? The best way to know is to get them analyzed by an equine chiropractor. Other ways to know are if your horse is not rhythmic in their gate, they no longer act the way they used to, and you just know that something is "off." You can look at the space between their shoulder blades and withers, is it even on both sides? Is it off by half an inch? Some saddle fit problems are actually chiropractic issues. Does your horse turn better to the left than the right? Let's figure out why.

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Why Horse Chiropractic? by Briana Erdmier

We ask a lot of these animals. Chiropractic not only makes them last longer, but also makes our requests possible for them.

So how often. . .

I get this question many times. Here is my basic template that I use as a base and then tweak based on the issues of an individual horse. In the beginning, expect to be seen more. This is especially true if your horse has an injury (not just imbalanced). Injured horses I see weekly or every other week until the injury heals. Once horses switch to general maintenance we can start to space it out. We are asking for everything they've got on every run every time, I will check every four weeks. When that hundredth of a second matters, or when you need the absolute maximum at any given moment out of your horse, you can expect a monthly evaluation. Sometimes we need to adjust and sometimes they are clear and still ready to compete. Athletes (ranch horses included), are the majority of my patients. They are on a 6-8 week recheck based on previous injuries. By 6 weeks, almost all horses have had some sort of compensation or imbalance and will need multiple areas adjusted.

The last category is a quarterly program. These are more trail horses or horses ridden by kids until the age of 5. We're not asking much of these horses just a walk/trot. They aren't asked to pull anything or really exert themselves in any way. These horses tend to hold for 90 days easily. They get checked for longevity.

Get your horse checked. If you have never seen the process, you will be amazed! We make new "believers" every time a horse is worked on. The greatest part about animal chiropractic is that the animal has no idea that it should move and feel better. The proof is in the pudding. Be blessed. ■

by Anne Murray

CONA board--Anne Murray--has been working on continuing education credits for our membership. On the following page is the format and goals that we are using to make this new program a wonderful addition to our training portion of CONA.

We are developing as we go and would like any input that you may have to make this a great feature of our CONA organization. The format for you to get credit throughout the year will be on our website. Once it is there, you can fill the forms out and Anne Murray will be the coordinator of this project. Anne and Nicki will review all your submissions. Please submit all that you have so it can be counted as experience and training. We will work individually to be sure your time in class or learning is given accreditation.



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Your submissions will go to Anne Murray and Nicki VanTuyl for approval.

CAVALRY GROUP UPDATE - Please go to link to read about current legislation by Mindy Patterson - Mindy Patterson of the Cavalry Group works hard at keeping CONA updated on any animal rights issues and as a member of her organization will offer help in serious situations as well as wonderful advice! 10% discount Good for Bus 1, 2, 3 Corporate Memberships only. CODE: A79HEDRV

<https://www.thecavalrygroup.com/Federal-Legislation-117th-Congress/fbelid=IwAR1oboTcqqeiFsykUFZp57-OXOqz310KEYh72fdMP-4g7fnJkmM1p1sLaco>



Continuing Education Credits by Anne Murray

Continuing professional education (CPE) is a goal of CONA members. The recommended number of clock hours of continuing professional education (CPE) is 24 hours per year from January to December. Completion of each CPE activity should be evidenced by documentation (e.g. transcripts, certificates of completion, attendance log or receipt). The documentation should be submitted by the end of January of the year following the activities so that awards may be given and individuals and businesses may be recognized at the annual CONA convention.

CPE Provider Information

The following entities may provide and/or sponsor CPE activities for carriage companies and their employees as pre-approved providers:

- CONA Convention attendance
- Accredited USDA, County Extension Office
- A non-profit organization that offers professional development or education in business marketing, safety and health of employees (human and equine) and patrons, historical information, and driving skills or training.
- An accredited book or video as reviewed or recommended by the designated board members of CONA. These types of activities are best if done with a partner or group, so that ideas may be shared and critiqued.
- Tours of other companies in the carriage business---either taking a carriage ride or visiting their barn or farm.

Limitations

Of the 24 recommended hours, up to 16 hours may be documented "in-person" meetings and only 8 may be submitted as individual study/reading or virtual activities.

"In-person" meetings will be counted as rounded per-hour for attendance. For example, a lunch meeting with the Chamber of Commerce or historical club may count as one hour or our own

**Continuing Education Credits
by Anne Murray (cont'd.)**

Limitations (cont'd.)

CONA convention would be rounded to a maximum of 6 hours per day attendance. Please do not submit social times but meetings with an informational speaker.

Documentation

Documentation must be submitted to CONA and the designated board members overseeing continuing professional education by January 31st of the year following the activities on the form attached to this article. Only hours from the preceding calendar year will be accepted. Copies of certificates, receipts and required signatures (for meetings where a certificate or receipt is not given) must be attached to the form and will not be returned.

Documentation (cont'd.)

Here is the online link to fill out on CONA.org website:

or use the following page to copy and send in to Anne Murray/Nicki VanTuyl via email:

ceu@cona.org

Winter-Hauling How-To Tips

You can haul your horse all year long, even in the dead of winter, as long as you do so safely. Learn how to ready your rig for winter hauling.

By Rebecca Gimenez PhD | 2/3/2020

by USRider, reprinted w/permission

You can haul your horse all year long, even in the dead of winter, as long as you do so safely. Here, I'll first tell you how to ready your rig for winter hauling. Then I'll go over how to help keep your equine friend comfortable when you haul him in winter conditions. Finally, I'll give you six ways to ease trailer-loading in snow and ice.

Ready Your Rig

Before you set out with your horse in tow, you need to ready your rig for winter conditions. Here's how.

- Apply reflective decals. Apply extra reflective decals on the back and sides of your trailer, so that other drivers can see your rig in poor conditions. One good source for trailer decals is Caution Horses Safety Products.
- Invest in good tires. Invest in quality tires for your entire rig. Check tire pressure before every trip; comply with the manufacturer's recommendations.

- Check all lights. Recruit an assistant to help you check all lights on your towing vehicle and trailer. Replace any non-functioning lights.
- Carry chains. Keep quality chains handy if snow and ice are significant enough to use them. Check your state's chain requirements. Generally, if you have to chain up the drive axle of your towing vehicle, you should have chains on the trailer as well.
- Top off the fuel tank. And don't let your fuel tank get below a half-tank. If you'll be driving in remote areas, carry extra fuel.
- Top off the windshield-wiper fluid. And make sure the windshield wipers are working. Place a long-handled windshield scraper in your vehicle.
- Comply with local brake laws. Every state has its own laws related to trailer brakes. To find out the laws in your state, [check here](#).



Winter-Hauling How-To Tips

By Rebecca Gimenez PhD

by USRider, reprinted w/permission

- Turn off the Jake brake.** Engine brakes are wonderful for towing vehicles -- they do a fantastic job slowing the rig to minimize brake wear under dry conditions. But a diesel engine's compression-release engine brake (also referred to by the brand name Jacob's brake, or Jake brake) can lead to a jackknife if used in slick road conditions, since they slow your towing vehicle first.
- Sync the brakes.** Make sure the trailer brakes complement the brakes of your towing vehicle. When you're on a steep downhill in slick conditions, you might need to slow the trailer with brakes greater than your vehicle's brakes. Consult the manufacturer's instructions. Generally, brakes are best set on dry, flat ground at a slow speed and need to be adjusted for the load. Position the electronic brake so you can manually engage it via the thumb control.
- Turn off cruise control.** If you get into a slide, the precious second or two that it takes to turn off the cruise control may doom your chances of maintaining control.

- Weight your towing vehicle.** If you'll be towing an empty trailer, note that it'll jackknife more easily than a loaded one. For better control, place concrete blocks or bags of sand into the back of your truck to add weight over the rear axle.
- Pack cold-weather gear.** For the horses, pack extra hay and at least 10 gallons of water (non-frozen). For you, carry a cell phone with charger, emergency blankets, jackets, high-energy snack foods, and a thermos of hot drink, in case your towing vehicle or trailer breaks down and you need to wait roadside for help.
- Provide good-quality hay.** Even in really cold weather, horses create more heat than you think they do. The best way to keep your horse warm in the trailer is to provide good-quality hay.
- Watch over-blanketing.** It's easy to over-blanket your horse. Most trailers are poorly ventilated, so they tend to get very warm with body heat, even in below-freezing temperatures. A light sheet or blanket is sufficient for most horses.

Winter-Hauling How-To Tips

Reprinted with US Rider permission

Rebecca Gimenez, PhD (animal physiology), is a primary instructor for Technical Large Animal Emergency Rescue. A Major in the United States Army Reserve, she's a decorated Iraq War veteran and a past Logistics Officer for VMAT-2. She's an invited lecturer on animal-rescue topics around the world and is a noted equine journalist.

- **Apply leg protection.** Apply leg protection, such as polo wraps or shipping boots. In winter, it's especially important to protect your horse's precious lower legs from slips and kicks.
- **Increase ventilation.** Humidity and condensation buildup from your horse's breath can cause respiratory illness. Improve the indirect ventilation in your trailer to counteract this risk.
- **Avoid drafts.** That said, make sure that there are no direct drafts hitting your horse, especially on his face and eyes. Freezing-cold temperatures with wind can result in damaged corneas from frostbite.
- **Monitor your horse.** On the road, check your horse frequently. If there's sweat under the blanket, he's cooking inside. If he's clipped and lacks natural insulation, carefully monitor him for sweat or shivering.

Trailer-Loading Tips

Here are six ways to ease trailer-loading in snow and ice.

- **Train your horse.** Prior preparation and good training are important to make sure your horse is a good loader; if he rushes in or out, he can easily slip.

Wear good boots. Slipping, falling or breaking a limb is really a downer on your planned trip. Find good-quality boots that will keep your feet warm, protect your feet, and provide good traction.

- **Lay in supplies.** Keep sand/shavings/salt and a broom/shovel in the trailer so that if you must load in icy conditions, you can minimize the chance of injury.

- **Find traction.** Park so that the trailer's ramp is positioned on the best traction you can find. Dirt is preferred, but snow is better than ice or asphalt.

- **Check the trailer stalls.** Check the inside of the trailer. Frozen urine and manure are slippery. A fall inside the trailer can lead to serious injury and even death.

- **Create an inviting environment.** Put fresh hay in the bags and a little grain in the manger. Open the doors and windows, so there's plenty of light. The more inviting you make the trailer's interior, the more likely your horse will feel confident enough to step in.

NEW YORK UPDATES - 10 PAGES

by Ariel Fintzi



Over the years the Carriage Drivers and Companies in New York City have been dealing with Animal Rights groups. The following is an update provided by one of our members. Ariel, a New York City Carriage Company owner and operator.

PLEASE NOTE THAT THE FOLLOWING ARTICLES ARE PRESENTED FOR YOUR INFORMATION ONLY AND IS NOT INTENDED AS AN ENDORSEMENT BY CONA.

If you would like to read past articles on this topic please refer to past newsletters that are posted on the members' side of the CONA.org website. Some articles can be found in the following newsletters:

Spring 2012
 Spring 2014
 Winter 2014
 Spring 2015
 Winter 2019

To submit articles or for more information about the CONA NEWS, please contact Mary Lou Gwozdek, Secretary, at maryloujohn@yahoo.com or call (405) 317-8722.

Long live NYC's carriage horses

By Tony Utano and John Samuelsen

New York Daily News

Aug 24, 2021 at 5:00 AM

Love horses? Treat yourself, or someone you know, to a Central Park horse-carriage ride.

Horses are domesticated animals that thrive when working and interacting with people.

You can see it at the Central Park carriage stands where these gentle giants will lower their heads so children and adults can stroke their soft faces and pat their long necks. You can see it on the carriage paths as these magnificent creatures walk with confidence and grace through the pastoral oasis.

Too many horses face a much grimmer reality. Hundreds of thousands of horses in the United States lack proper food, shelter or exercise because they don't have anyone willing or financially able to care for them. [More than 100,000](#) are slaughtered annually.

New York City's carriage horses, on the other hand, have a purpose — a sustainable job — that generates resources to help pay for their food, shelter and medical care. They've been pulling carriages through the park since the day it opened, providing green tours since 1858.

PLEASE NOTE THAT THE FOLLOWING ARTICLES ARE PRESENTED FOR YOUR INFORMATION ONLY AND IS NOT INTENDED AS AN ENDORSEMENT BY CONA.



A beloved tradition. (Mark Lennihan/AP)

Most of the carriage horses are draft horses, 1,000-2,000-lbs. animals that have been bred for centuries to plow fields, haul goods and transport people. They are genetically hardwired, mentally and physically, for exactly these activities. Providing a handful of rides a day is not a cruel demand of them. Quite the opposite: It keeps them in good shape and spirits.

Today, the Central Park carriage horses and drivers are subject to the most extensive carriage industry regulations in the entire country. They are enforced by five agencies, including the city's Health Department and the NYPD. There is a constant and multi-faceted effort to ensure these majestic animals are healthy and content. The rules include:

- At least five weeks of vacation on a farm per year. Many spend many months every year in pastures.
- At least two veterinary exams per year.
- No work during extremely cold or hot weather.

- Stationary horses must be blanketed when it's 40-degrees or colder.
- Routine vaccinations, dental and medical care.
- Hoof trimmings/new shoes every four to six weeks.
- Large stable stalls so horses can easily turn around and lay down.

Central Park's blue-collar carriage drivers, groomers and stable workers joined Transport Workers Union Local 100 in October. Many are immigrants or children of immigrants who have worked and cared for horses their entire lives. They are horse lovers trying to make a living in our extremely expensive city.

TWU Local 100 is committed to ensuring the horses receive excellent care — just as much as we are committed to helping carriage workers provide for themselves and their families. These are not mutually exclusive goals. They go hand in hand.

There is a special bond between horses and people. Part of the carriage drivers' mission, as we see it, is to enable city residents — who have little or no connections to the natural world — to experience these beautiful animals up close and personal.

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In March, TWU brought nearly 24 children, parents and staffers from a Brooklyn homeless shelter to meet, pet and feed the horses. The group learned about the horses from carriage drivers, and then rode like royalty through the park. In May, we hosted nearly 20 students from a Bronx middle school.

"It was amazing," Tanveer Ahmed, 12, said. "The horse going a good speed, the wind hitting your face, the fresh air." Jade Mitre, 13, called the outing an "extraordinary, once-in-a-lifetime experience."

Such experiences wouldn't happen if advocates, including an organization called NYCLASS, get their way.

The Daily News Flash Newsletter

Weekdays

Catch up on the day's top five stories every weekday afternoon.

For years, NYCLASS has tried to get the city to ban horse carriages and replace them in the park with electric buggies. NYCLASS repeatedly makes false allegations of carriage drivers abusing their animals.

Most Read



We urge you to consider the source and motivation. NYCLASS's president is a former real estate executive/parking garage mogul named Steve Nislick. City Hall [emails obtained by the press](#) a few years ago revealed that Nislick, while seeking the carriage ban, was also quietly pushing another initiative to Mayor de Blasio's administration: developing housing on the West Side — where the biggest stable is located. NYCLASS [also invested \\$450,000](#) to develop a prototype of the electric buggy to be manufactured and sold once the horses were cleared out.

In other words, there's money to be made if the stables and horses disappear.

On April 18, 2014, the Daily News [published](#) an article reporting Nislick threatened "to slug a female Daily News photographer in the face" at a car show where the buggy was unveiled.

The bottom line: The Central Park carriage horses, not electric cars, belong in the park. There is a regulatory system in place to address complaints and concerns. Don't listen to NYCLASS. Go enjoy a carriage ride.

Utano and Samuelsen are presidents of Transit Workers Union Local 100 and the International TWU, respectively.



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WORKERS' RIGHTS ARE HUMAN RIGHTS



In its long history, the TWU has always fought for equality in the workplace, and since the beginning, has been a force against discrimination based on race, creed, sexual orientation, or ethnicity. Below is a brief history of the TWU:

- 1934: The TWU is founded by Michael J. Quill, by organizing transit workers in New York City.
- 1937: Organizes New York City transit and negotiates contracts covering 38,000 workers within 9 months.
- 1937: Affiliates with the CIO and is chartered to organize workers in transportation and allied industries.
- 1940s: Expands nationally to organize transportation workers in Philadelphia, Winston-Salem, San Francisco, Houston, Columbus, Omaha, and other cities. Sets up airline mechanics' schools in Miami that are open to both black and white workers during segregation.
- Establishes the Air Transport Division, organizing Pan American World Airways and American Airlines.
- 1944: Columbia University maintenance and housekeeping employees vote to join TWU, followed by Barnard College in 1946.



TWU founder Michael Quill, right, handing strike instructions to Brooklyn powerhouse workers in 1937.



Mike Quill greets Dr. King before the civil rights leader addressed the TWU convention in 1961.

- 1944: Organizes allied transportation workers such as power utility workers who work for the Brooklyn Union Gas Company, now National Grid.
- 1950: Organizes public service employees in municipalities and school districts in Pennsylvania and New Jersey.
- 1954: 40,000 non-operating railroad workers merge with TWU.
- 1957: Charters its first government enclave local at Cape Canaveral and the Air Division expands to represent those employees who are part of the guided missile program.
- 1962: Fights for and secures the end of segregated bus lines in Houston, and the segregated pay scales that came with them.
- 1965: TWU members march with Dr. Martin Luther King, Jr. from Selma to Montgomery.
- 1966: Launches a transit strike on January 1 that cripples the city of New York. Twelve days later, the strike ends and the TWU strengthened the rights of public sector workers, dramatically improved hours, conditions, and pay; and leveled the playing field for all public employees.

1980: Wins uniform changes at Southwest Airlines so female flight attendants no longer have to wear suggestive clothing that brought on sexual harassment during flights.



2014: Organizes bikeshare workers in New York; Washington, DC; Chicago; and Boston who join the Transit Division.

2015-present: Organizes more than 20 work groups, including flight attendants at JetBlue Airways, Allegiant Airlines and FSI Airlines; customer service agents at Spirit Airlines; dispatcher coordinators at PSA Airlines; dispatchers for ExpressJet; cargo dispatchers at Kalitta Air; pilot ground simulator instructors and fleet service at Envoy Air; Big Bus workers in Washington, DC, New York City, Miami, Las Vegas, Chicago, Los Angeles and San Francisco; bike share workers in San Francisco, Cleveland & Phoenix-Mesa-Temple, AZ; shuttle bus drivers at the Racino Acqueduct in Queens, NY; school bus drivers in Bronx, NY; staff analysts, computer and telecom specialists at NYC Transit; fleet service workers at Swissport and Frontier Airlines; and meteorologists at Southwest Airlines.



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TRANSPORT WORKERS UNION OF AMERICA, AFL-CIO

UNITED INVINCIBLE

ADVOCATING ON BEHALF OF WORKING MEN AND WOMEN SINCE 1934

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The Transport Workers Union of America (TWU) represents more than 150,000 members across the country, organized into three divisions: Air; Rail; and Transit, Universities, Utilities and Services. Our members are governed by the National Labor Relations Act, the Railway Labor Act and public sector statutes. The newest members of the Transit Division are new-model transportation workers at urban bikeshare programs.

The TWU is dedicated to bettering the lives of working families. We work to safeguard and improve working conditions and living standards of all workers. We demand respect, dignity and equality for all. Our members make airplanes fly, railroads run, buses, subways and bikes move, and casinos succeed! We are nearly 140,000 transportation workers and "We Move America."

Unions help bring workers out of poverty and into the middle class. In fact, in states where legislation cripples the use of union rights, their incomes are lower. The TWU firmly believes that unions help employers create a more stable and productive workforce, where workers can have a say in improving their jobs. That is good for the company, the employees, and the American economy.

In states that have so-called "right-to-work laws," worker income and benefits are lower. These misnamed laws, which aim at undermining the collective strength workers can achieve through their union, are a bad deal for all workers.

The TWU fights for its members on Capitol Hill, at state houses, at the bargaining table, in the courts, and on the shop floor. We negotiate and enforce the best contracts. We serve and protect the traveling public as they go to work, to school, take a vacation and safely deliver them home.

Our members include: aircraft mechanics, cable car operators, airport ramp workers, baggage handlers, flight attendants, customer service representatives, bus operators, motormen, table game dealers, maintenance workers, coach cleaners, railroad flagmen, school bus drivers, pilot instructors, onboard train food and beverage service, firefighters, dispatchers, track workers, power line workers, station agents, ticket agents, tour guides, disease control investigators, crane operators, environmental health inspectors, and many more.

They are employed by: New York MTA, American Airlines, Amtrak, Southwest Airlines, Houston Metro, San Francisco MUNI,

Caesars Palace, Alaska Airlines, Norfolk Southern, CSX, Philadelphia SEPTA, Port Authority of New York and New Jersey, Metro North, Kennedy Space Center, Fort Gordon, CitiBike, Fort McCoy, National Grid, Columbia University, Barnard College, multiple school districts and municipalities, and others.



Then and Now: Top: TWU fights for a 40-hour work week in 1951. Below: International President John Samuelson joins 400 TWU members and our brothers and sisters from unions like APA and CWA, in Times Square to rally for an industry-best contract at American Airlines in 2017.

THE TWU'S LEADERSHIP

JOHN SAMUELSEN
International President

JEROME LAFRAGOLA
International Secretary-Treasurer

MIKE MAYES
International Administrative Vice President

ALEX GARCIA
International Executive Vice President

CURTIS TATE
International Administrative Vice President



L to R: Curtis Tate, Jerome Lafragola, John Samuelson, Alex Garcia and Mike Mayes

1220 19th St. NW, Suite 600 • Washington, DC 20036 • (202) 719-3900 • www.twu.org



WHAT YOU SHOULD KNOW ABOUT THE CENTRAL PARK CARRIAGE HORSES



Transport Workers Union Local 100 is proud to now represent the approximately 300 horse-carriage drivers and owners providing scenic tours through Central Park for both tourists and New Yorkers alike.

Local 100 has been a champion for blue-collar bus and subway workers for more than eight decades. In recent years, our ranks have expanded to include employees at Big Bus Tours, New York Waterway, and other companies in the tourism economy.

Local 100 believes strongly in workers' rights and animal welfare.

We look forward to discussing how we can possibly work together on such important issues in the future.

Here are some facts about the Central Park carriage horses and drivers



LOVED

The Central Park carriage horses are loved. They receive excellent care and treatment. Many of the carriage drivers and stable hands are immigrants raised on farms in their home countries, or first-generation Americans who learned their trade from their parents. They have a unique bond with these magnificent animals, which were bred for centuries to work with people.

The NYC horse-carriage workers are wholeheartedly committed to animal welfare.



HEALTHY

Carriage horses live long, healthy lives. Every equine veterinarian who has examined the NYC carriage horses has remarked on their good health and care. The American Veterinary Medical Association, the American Association of Equine Practitioners, and the New York State Veterinary Medical Society have all endorsed horse-carriage rides in New York City.

Carriage horses are not stressed by the city. The overwhelming majority of rides are in bucolic



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Central Park. A study of cortisol levels in NYC carriage horses by Dr. Joe Bertone of Western University concluded they have exceptionally low levels of this stress hormone while working in the city, and they appear to be more stressed while vacationing on the farm.



VACATIONS and REGULATIONS

Each horse gets at least 5 weeks of vacation on a farm every year. They are subject to some of the most extensive horse regulations in the country, and are overseen by 5 city agencies, including the Department of Health and the NYPD Mounted Police Unit.

Carriage horses can't work in extreme heat or cold. They can't work more than nine hours per day. They must have stalls large enough to turn around and lie down comfortably. They are examined by veterinarians at least four times year: two regularly scheduled exams, and exams before and after their vacations.



RESCUED

More than 100,000 horses are slaughtered in the United States every year. These horses didn't have anyone capable or willing to take care of them.

Many of the Central Park horses were put up for sale by their previous owners at horse auctions - where they teetered on the edge of a death sentence. The Central Park horse carriage owners and drivers rescued these horses from a horrible fate and have given them a purposeful, happy life. These are domesticated animals that want to interact with people, and they spread joy to tourists from around the world, as well as to everyday New Yorkers.



POLITICS AND REAL ESTATE

There are 68 licensed carriages and more than 100 horses in three stables on the West Side of Manhattan. Each carriage owner essentially is a "mom-and-pop" business. They support hundreds of blue-collar jobs.

The horse-carriage folks have been subject to harmful lies and allegations that they abuse their horses. One group in particular stands out: NYCLASS.

NYCLASS was founded by the real-estate industry and is funded by the real-estate industry. Why? There are three stables on the West Side of Manhattan and that land now is very valuable. Developers would love to get their hands on these properties to build skyscrapers with high-priced apartments and commercial space.

NYCLASS is a smokescreen for an insidious land grab that would put hundreds of blue-collar workers out of work.



SAFE

Not a single horse has been killed in a traffic accident in the last 15 years - and new regulations enacted in recent years have increased safety further. The city banned cars from Central Park in 2018. More than 2,100 pedestrians, meanwhile, were killed by cars and trucks in the city over the last 15 years.



UNION

The horse-carriage drivers are represented by Transport Workers Union Local 100, which has been a champion for blue-collar New Yorkers for more than 80 years. TWU Local 100 is comprised of 46,000 men and women who operate and maintain the MTA's bus and subway system; the employees of Big Bus Tours, New York Waterway and Liberty Lines Transit; and several school bus companies in the metropolitan area. Local 100 is part of TWU of America, "America's Fighting Democratic Union," with more than 150,000 members across the country in the transportation sector.



To Scrape or Not to Scrape
by Ben Speight - Vice President -Royal Carriages - New Orleans

To Scrape or Not to Scrape, that is the Question...

We have come to the end of another grueling summer in the south. I think all of us that have to deal with the heat take a big sigh in unison as the temperatures become more bearable. This year I really began to think of how we can combat the heat in better ways? I went through several different articles from different institutions, and realized that we seem to be getting better with the science of cooling our equine partners. I want to share my findings in the hope that we can all become more informed from my research.

The first thing I started to notice about this subject was the amount of myths that surround cooling equines. Let us go through some common myths about cooling:

1. Don't let a hot equine drink cold water. False. There is no scientific information that backs up the claim that you should not let your equine have cold water. It actually helps to cool the animal from the inside. There have actually been instances of giving ice bath enemas to cool an extremely hot equine.

2. Letting an equine drink its fill after exercise might cause colic. False. There are around 2-4 gallons of space for liquid in the stomach before distention might cause colic.

3. Washing your equine down with cold water after exercise can cause damage to the animal. False. There have been some studies that say that some equines may have an issue with muscle spasms, but most studies say that colder water cools the body better. The belief that cold water can harm a horse has been thoroughly debunked based on extensive research conducted during 1995 at the University of Illinois and University of Guelph and at the 1996 Olympic Summer Games in Atlanta. They actually used ice baths in their research and found that they were the quickest way to bring the temperature down to normal levels.

4. You should switch from a salt supplement to an electrolyte supplement. False. Although adding an electrolyte supplement to your equines' diets can definitely help during the summer months, it should be noted that most electrolyte supplements do not have near the sodium chloride, and potassium that a standard equine mineral block contains.

To Scrape or Not to Scrape (cont'd.)
by Ben Speight - Vice President -Royal Carriages - New Orleans

5. Wash your equine down and immediately scrape off all excess water. False. The new information states sweat scraping a hot equine wastes time that could be used to reapply water.

These are some of the more common myths I saw in my research, but I am sure there are more. I also found a few simple tips to help reduce the risk of heat related injury and better understand how heat stresses the equine.

How do you tell if a horse is overheated?

If your horses temperature does not go below 103, heavy breathing, high heart rate, continued sweating even after hosing off.

What temperature is too hot for horses?

Add the ambient temperature in degrees Fahrenheit to the relative humidity in percentage.

Example: 90 degrees + 60% humidity = 150

Scale:

Up to 130 – good to go!

Greater than 150- take caution especially if humidity is over 50%.

Greater than 170 – recommended to not exercise.

The main goal in handling heat is generally prevention. There are several things that can help to guarantee that our animal does not overheat.

1. WATER Proper access to drinking water is one the most important things you can have.

2. AIRFLOW Make sure there is proper air flow wherever your equines are located, especially when inside. A lot of people will use fans and some will even use misting fans to help circulate air while cooling the air down.

3. SHADE Having a place to get out of the grueling Sun can be a huge benefit to prevent overheating.

4. SALT/MINERAL BLOCKS When you're equine sweats to help cool down it also loses potassium, sodium, and chloride as the main components of sweat. Salt and mineral blocks help to replenish the lost trace minerals.

5. PAY ATTENTION Watching your equine's behavior is usually a key indicator of how they feel. If they seem to be extremely lethargic, seem to be panting, or sweating excessively it is important to make sure that steps are taken immediately to cool the animal down.

To Scrape or Not to Scrape (cont'd.)
by Ben Speight - Vice President -Royal Carriages - New Orleans

If steps are taken to prevent heat related injury, but you still find yourself with an overheated equine it is a very important to get that animal to cool down as quickly as possible. This means spraying cold water all over the body of the animal until the core body temperature has dropped and signs of heat exhaustion have subsided. Give the animal option to drink water keep putting water on them to cool them down and keep checking their temperature until they get down to a more sustainable range. (Anything above 103°F is in critical range) Obviously, if the situation seems extreme your veterinary provider should also be involved.

In reading, I was hoping to find more information about leaving water on a equine's back and then letting them dry without sweat scraping them. In all of the information provided the test data shows that applying more water cools the animal down faster than applying water and then scraping it off to allow for all the water to evaporate. Most of us have have been told that if you rinse a horse off and then do not get the excess water off that it forms a barrier that causes the animal to overheat like a wetsuit. Everything that I read on this matter suggests that if an animal would overheat when

being soaked with water and then set out in the sunlight. If this is the case then every time a rain shower happens in south Louisiana and the Sun comes out again, all the horses and mules would be out in the pasture having heat stroke. It seems that once the animal has gotten their core temperature down having a little bit of excess water on the body is not going to cause it to go up again.

I hope that this information helps those of us in need, and I hope it will find good use in the hot seasons to come. I hope everyone in CONA finds themselves well. Take care and Carriage On!!!

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2022 Unconventional Convention



VIRTUAL CONVENTION - ZOOM

January 18-20 - 4-7:00 p.m.
6-7:00 p.m. Roundtable discussions

By Board of Directors - Theme: Unconventional Convention
PLEASE NOTE: ALL PRESENTATIONS SUBJECT TO CHANGE

The reason for unconventional convention is our group will be having a virtual meeting 1/18-20/22. It will be in the afternoon but everything is not finalized on times etc. Our speakers are still in process and you will receive emails with an agenda and also the connection through a virtual network-- Zoom or otherwise.

The unconventional part is Royal Carriages in New Orleans is offering their barn to be available for anyone who wants to go during the convention dates, however, everything like hotels, food, transportation is strictly on your own. Some of our topics are listed below:

[Horse Chiropractic - Briana Erdmier](#)
Why/How/Finding a Good Horse Chiropractor

[Cavalry Group Update](#)
by Mindy Patterson

[Polston Tax Resolution & Accounting](#)
Why would you use an enrolled agent rather than a regular accountant for your business taxes?

[Windy Hill Farms - Handy Horseman](#) -
Ted DeHass www.windyhillsfarms.net

Living History and Driving Oxen

How to fix the rubber tires on your carriages?

Barn Tours

If any of you have ideas for topics of interest, please contact any board member to let us know what you would like to see at our upcoming convention.

Also taking ideas for 2023 convention!



January 18-20 - 4-7:00 p.m.
6-7:00 p.m. Roundtable discussions

VIRTUAL CONVENTION - ZOOM

By Board of Directors - Theme: Unconventional Convention
PLEASE NOTE: ALL PRESENTATIONS SUBJECT TO CHANGE

These presentations will be 30 minutes and moderated by Broderick Christoff. Questions/Answers will be 10 minutes and must be submitted through the video conference online quietly. Then Broderick will select the questions and our presenter will answer. Open discussions can take place from 6-7 p.m. each evening after the presentations. This time can also be used getting to know your board better as well as talking to other operators across the country to learn what makes them successful.

REGISTRATION:

Email President@cona.org with the following information:

COMPANY NAME:

ATTENDEES:

EMAIL:

PHONE:

THIS WAY A LINK CAN BE SENT TO YOU FOR ATTENDING OUR MEETINGS!

**Happy Holidays
&
Successful New Year**



Be safe!