

National Association of Letter Carriers

Branch 782

E.A. Baker Union Update



ARVIN
CALIFORNIA CITY
McFARLAND
TAFT

AVENAL
DELANO
MOJAVE
TEHACHAPI

BAKERSFIELD
EDWARDS AFB
RIDGECREST
TRONA

BORON
LAMONT
SHAFTER
WASCO

CHARTERED FEBRUARY 25, 1901



NUMBER 2

FEBRUARY 2019



Million Mile Award Recipients



Let's congratulate the following NALC Members from the Bakersfield Post Office:



- Michael Underwood – Camino Media – 1/17/87
- Alma Kirby – South Bakersfield – 2/14/87
- Cindy Flores – Stockdale – 2/28/87
- Elsie Flores – Stockdale – 3/14/87
- Tamara Foshee – Dole Court – 3/14/87
- Ray Moya – Camino Media – 9/12/87
- Isaconie Celestino – Stockdale – 9/12/87
- Everett Jennings – Camino Media – 12/30/89



Graphics courtesy of Christopher Nance, Sierra Coastal District PEDC Instructor

On January 10, 2019 at the Bakersfield Camino Media Station, Sierra Coastal District's senior management recognized the Bakersfield Post Office recipients of the "Million Mile Award", for their exemplary service and commitment to safety. These astounding men and women have

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Minutes of the January 2019 General Meeting

The regular meeting of Branch 782 was called to order by President Mike Towery at 7:00 p.m. on the 23rd day of January, 2019 at the Branch office, Bakersfield. The flag salute was led by Sargeant-at-Arms David Treto. All members of the



Executive Board were present except Financial Secretary Anita Holderman and Trustee Darryl Holderman. The Stewards were present from Avenal, Brundage, Camino Media, Downtown, East Bakersfield, Hillcrest, Oildale, McFarland, Shafter, South, Stockdale and Taft. Also present

was the Newsletter Editor, Basil Zuniga; Assistant Financial Secretary Lucinda Martinez; Assistant Recording Secretary Norma Hamer and OWCP Representative Rick Gerdes. The Minutes of the December 19, 2018 meeting were read by Assistant Recording Secretary Norma Hamer and accepted with no additions or corrections. Kim Gerdes read a letter from Brian Bump, President of Branch 133 thanking Branch 782 for the donation of uniforms to the Carriers in his Branch that lost everything in the Camp Fire

APPLICATION FOR MEMBERSHIP: Applications were received from Kathleen Blatt, Hillcrest; Eduardo Chavez, Stockdale; Julio Flores, Wasco; Kelsey Daniele Jameson, Ryan Miranda, Jerbriel Almerai, and Sam Pan, Ridgecrest; Kamille Rhym, Dole Court; Jesus Sanchez II, Lamont; and Rodney Wilson, Taft.

REPORTS OF SPECIAL AND STANDING COMMITTEES: Teresa Ortega reported that everything is "fine" with the picnic. Basil Zuniga thanked Juan Rodriguez for being the Assistant Editor for the past two years and informed members that Paul Greenfield will be the new assistant. He reported that the print version of the newsletter is 12 pages and the web version is 28 pages. He discussed the "snippets" in the web version. He reported that they had a meeting at the union office with Lee Collaso who recently retired with 51 years. There were stories from some of the old timers. Norma Hamer read a letter from Paul Greenfield of the Social and Recreation Committee. He asked for all stations

to collect recycling and send it to the GMF where he will take it to be recycled following the Social and Recreation Committee meeting. The proceeds will be used by the committee. The Committee will be donating \$1200.00 to various tournaments for postal employees. There will be a picnic June 2 at Stramler Park, more information to come. Kim Gerdes reported that there were no book sales this month, 600 copies remaining. Mark Ramirez, Health Benefit Representative will present a list of facilities to use in order for members to save money in the next newsletter.

NEW BUSINESS: V.P. John Ortega reported that there was a roof leak in the rental. He made a motion to move \$1500.00 from the Rental account to the Building Maintenance fund. Seconded by Shari Sharp. Basil Zuniga made a friendly amendment to increase the amount to \$2000.00 to cover the bills still due. Seconded by Jerry Patterson. The Motion passed.

GOOD OF THE ASSOCIATION: President Mike Towery discussed all the work Basil did on the article about Lee Collaso.



Mike then presented Lee with a color copy of the Newsletter and an NALC 50 year pin. He also noted that the Branch had already presented Lee with a check for \$10.00 for each consecutive year he was a member of Branch 782.



IMPROVEMENT OF THE ASSOCIATION:

Mike Towery reported that effective February 1, 2019 Mike Meza will be the Steward at Camino Media, with Paul Salazar as alternate. Gilroy Manglicmot will be Steward at Hillcrest with Mike Meza as alternate. He then asked all retired members to raise their hands and noted that it was good to see so many retirees present.



Pictures of Lee & others by Retiree Mike Newton

TREASURERS REPORT: Molly Biggar reported:

Beginning Balance	\$81,241.12
Dues and Income	\$13,551.11
Total Balance	\$94,792.24
Total Expenses	\$14,148.89
Ending Balance	\$80,148.89

The MDA 50/50 Drawing was won by Denise Ream, who donated it back following the meeting. (\$10./\$10.)

The Drawing for \$500.00 would have been won by Artemio Pabros if he had been present.

There were 45 members present. Three guests.

The meeting adjourned at 7:35 p.m.

Respectfully Submitted,

KIM GERDES
NALC Branch 782 Recording Secretary

FINANCIAL SECRETARY'S REPORT: Assistant Financial Secretary Lucinda Martinez reported that \$17,263.38 was collected for November 2018, \$20,887.31 for December 2018 and \$7,471.60 for January 2019.

ABOUT NALC

Carriers in a Common Cause

Letter Carriers were the first postal workers to form their own union.

From its founding in Milwaukee in 1889 by Civil-War Veterans, the National Association of Letter Carriers — our NALC — has taken a different path from many other unions. But, it is a path no less spirited or intense.

As employees of the U.S. government, Letter Carriers have balanced their demands for decent pay, benefits and working conditions with their allegiance to serving the public. On the other hand, the fact that Letter Carriers all do the same job for a single employer has led to unusually strong unity and coherence.

From our humble beginning in Milwaukee, NALC has grown to an effective organization of nearly 275,000 members with the legal right to bargain collectively on their behalf. Its members, including retirees (who are allowed to continue as full members), are fiercely proud of their union's history.

Carriers in a Common Cause is the NALC's official history. It tells the story of the struggle by Letter Carriers starting at the birth of the Postal Service in 1775 up until this very century. The whole book, in PDF format, is available at <https://www.nalc.org/about/facts-and-history/body/Carriers-in-a-Common-Cause.pdf>, along with a chapter by chapter narrative. You can also order a printed copy from the NALC Store in Washington, DC.

Be sure also to check out the video, "125 Years of Delivering for America". It is a documentary prepared for the 2014 NALC Convention and celebrates the history of the National Association of Letter Carriers. Go to the link at: <https://www.youtube.com/watch?v=AG1wAGRnww0>

Source: NALC Website — <https://www.nalc.org/>

Non-Members January 2019

Downtown Station
Sarah Kirby
Javier Cruz

South Station
Daniel Zuniga
Chanthorn Ped

Brundage/East Bakersfield
100% UNION!!!

Hillcrest
100% UNION!!!

Dole Court
Emilio Garcia

Stockdale
James Oh
Mark D. Powell
Leonía Urbina

Camino Media
100% UNION!!!

Arvin
100% UNION!!!

Avenal
100% UNION!!!

California City
100% UNION!!!

Delano
Cynthia V. Quebral
Daniela Barreto

Edwards AFB
100% UNION!!!

Lamont
100% UNION!!!

Mojave
100% UNION!!!

Ridgecrest
Kelly Treat

Shafter
Mae D. Voights
Laura M. New

Taft
K. J. Kaczmarek

Tehachapi
B. C. Den Beeman
Christina Cronauer

Trona
100% UNION!!!

Wasco
Eun Chong
Ramon Martínez

*There are 18
non-members in
the cities we serve...
Only four are CCAs.*

CCA names are in italics

It's Time to Stop Demonizing Public-Sector Employees

By Eric Ellis, Full-time Letter Carrier
Part-time CSALC* District Officer



Full Disclosure: This piece was first posted on January 28, 2019 on "Mormon Press". This is the link to the source: http://www.mormonpress.com/nalcwarriorgmailcom/its_time_to_stop_demonizing_public-sector_employees?recruiter_id=1642695&fbclid=IwAR12cBoZzEzshTVvR_fuMaJdVm_W1n18Y3ZpRUHZTYEbPZpyTupzW5ENA2E

I have worked as a letter carrier since November 1992. Since then, we've had four government shutdowns at the federal level.

Despite that, all work I've performed and all annual and sick leave I've taken has been paid to me in a timely manner. That is to say, every two weeks.

You see, the United States Postal Service is off-budget, meaning its spending and receipts are "walled off" from the rest of the budget. You pay my salary when you mail a letter or send a package through the USPS. Taxes pay no part of a postal employee's salary, nor have they since 1982.

But many federal workers aren't so lucky.

When government shutdowns occur, they don't get paid. Some of them are furloughed, meaning that they stay home and don't get paid until the shutdown ends. Others are forced to work-and don't get paid-until the shutdown ends. And these are people who impact our lives in very direct ways. They screen our luggage at airports. They make sure planes don't crash into each other. They inspect our food so that it doesn't poison us. They process our tax returns. They patrol our borders — they protect our nation — I'm referring here to the Coast Guard.

And it doesn't help matters when members of the Trump Administration show callous disregard for their plight.

Commerce Secretary Wilbur Ross stated that for the life of him, he couldn't understand why an unpaid fed just couldn't walk into a bank and get a loan. *Well, Mr. Ross, not everyone is worth \$700 million like you are!* Or the suggestion by White House economic adviser Kevin Hassett that furloughed employees are better off sitting at home because they aren't using vacation time.

Many of you watched on the news reports of unpaid feds using their free time to line up at food banks or to apply for unemployment benefits/food stamps. *Can someone explain to me how forcing a federal employee to seek assistance is a family value?* I mean, I thought we, as Latter-day Saints, were supposed to be opposed to able-bodied adults living off the government dole.

Unfortunately, there are those who feel that working for the government and being on welfare are one and the same.

The Daily Caller (<https://dailycaller.com/2019/01/14/smoke-out-resistance/>) quotes a senior Trump Administration official as stating the following in regard to federal employees: For federal agencies which were on shutdown, "lock the doors, sell the furniture, and cut them down....For the sake of our nation, I hope [the shutdown] lasts a very long time, till the government is changed and can never return to its previous form... On an average day, 80 percent [of government employees] feel no pressure to produce results. If they don't feel like doing what they are told, they don't.... They do nothing that warrants punishment and nothing of external value. That is their workday: errands for the sake of errands..." (*in order words, all we do is make-work stuff*) "Due to the lack of funding, many

federal agencies are now operating more effectively from the top down on a fraction of their workforce, with only select essential personnel serving national security tasks..." (I guess this applies to unpaid employees who worked during the shutdown, such as members of the Border Patrol and the Coast Guard) "The goal in government is to do nothing.... We do not want most employees to return, because we are working better without them.... Sure, we empathize with families making tough financial decisions, like mine, and just like private citizens who have to find other work and bring competitive value every day, while paying more than a third of their salary in federal taxes."

How touching. And stated with all the charm of a freight train.

Conservative hostility toward public servants is hardly new. The postal strike of 1970 brought postal employees into the middle class and off government assistance — **YES! MOST LETTER CARRIERS OF THAT ERA QUALIFIED FOR FOOD STAMPS!**

It seems that the air traffic controllers talked of striking as well. According to the April 2, 1970 diary entry of H.R. Haldeman, President Richard Nixon had some choice words for them, "The air controllers problem goes on, and the plan now is to fire a bunch of them, especially after postal settlement, to prove government employees can't win by striking. Theory is that the mailman is a family friend, so you can't hurt him, but no one knows the air traffic man. Also they make a lot more money, hence invoke a lot less public sympathy."

And, "Tricky Dick" was proven right.

When Ronald Reagan fired striking air traffic controllers in 1981, whose union ironically endorsed him, over sixty percent of Americans agreed with his action; whereas, over eighty percent sympathized with letter carriers during the postal strike. Easier to fire people when you don't know them.

"Federal employees are tired of being labeled as 'parasites, sucking taxpayer money out with John/Molly Q Taxpayer getting nothing of value in return.'"

Recently I heard a radio talk show host complain about how much teachers make in California. He said that the average total compensation for them is roughly \$85,000 a year, which is \$20,000 more than what teachers make in other states.

Keep in mind that "total compensation" includes health care premiums, life insurance, Medicare, pension payments, etc. So, the job is not as high-paying as he made it out to be. And his point that unions represent teachers in the Golden State and that is why they are living high off the hog, allow me to retort. (Something I have done before on his talk show.)

California is an expensive state to live in, so wouldn't you want a teacher to be able to live on his or her salary and sustain a family? And his complaint was simply this: *Teachers in California, for the most part, make enough to live on, support a family, and enjoy a reasonable pension when they retire.*

WHAT'S WRONG WITH THAT?

From the federal government down to the municipal level, we read on a regular basis negative comment after negative comment made about public sector workers which mimic the comments stated above. We are told that "we are overpaid, lazy, insubordinate, unnecessary, and unwanted". *Federal employees are tired of being labeled as "parasites, sucking taxpayer money out with John/Molly Q Taxpayer getting nothing of value in return".*

THE NOTION THAT GOVERNMENT FUNCTIONS BETTER WHEN TAXES ARE CUT SO LOW SO AS TO COVER A SKELETON CREW TO DO THE WORK IS A FANTASY.

Ask travelers stuck in lines at our airports due to lack of screeners; or immigration judges overwhelmed by too many cases which take too much time to be adjudicated, if at all; or border patrol agents who lack the technology or staffing to properly do their jobs. The people who perform government work should be paid well for what they do. And we should never be ashamed of being a public servant or think for one minute that we don't deserve our pay and benefits. We do valuable work, and most Americans agree.

It shouldn't take a government shutdown for people to appreciate what public servants do.

Eric Ellis is the *California State Association of Letter Carriers District 4 Officer in central California

Continued from front cover...

demonstrated over the course of their careers, the true embodiment of Sierra Coastal's safety motto "Work Safe, Home Safe", by delivering mail to our customers without a single preventable accident. The Carriers were presented with an award and other gifts from Bakersfield Postmaster, Lynda La Force and Sierra Coastal senior management, District Manager, Al Santos and David Morrison, Manager of Human Resources. NALC Branch 782 President, Mike Towery was also in attendance and gave an impactful and heartfelt speech to the office. On behalf of the Sierra Coastal District, congratulations to the recipients of the Million Mile Award!

Alma Kirby
South Station
Seniority Date: February 14, 1987

Prior to walking the streets as a Letter Carrier, Alma did a lot of walking as a waitress at Marie Callender's as did her friend Cindy Flores. (They worked different shifts there in the same time period.) Sharold McBride — who was a waitress at Black Angus — and Elsie Flores, who worked at a restaurant in Buttonwillow, are two other long-time Letter Carrier friends who were also used to working long, hard hours.

Alma remembers her introduction to the USPS by PEDC Clerk Karl Herrera and Letter Carrier Trainer Ray Pettus made her feel eager to experience the right-hand drive jeep. Full of confidence — and pregnant with a growing young baby — she felt confident that she was going to enjoy everything about this new job when she reported to South Station.

Gaining confidence with South Station OJI Bruce Batchelder, she developed a sense that she could do this job and that it was important to be safe in everything that she did. Although most 93304 deliveries were park-and-loop, she did get some experience in mounted deliveries because the 93313 routes were in the same building at that time and she was often tasked with doing swings for those routes as well.

She shares the basics of her approach to safety learned as she first began this career which has spanned over thirty years: "Be alert to your surroundings! Anything can happen at any time! Just because you've done something day after day, don't let it become so routine that you forget that 'Anything can happen at any time!'"

Although never involved in an accident, Alma knows how quickly one can happen and remembered how a fellow Letter Carrier had been walking across a street when she was hit by a car. Hurt seriously enough to be hospitalized, it could have been so much worse! **THAT** was a lesson she took to heart!

This IS a BIG DEAL!!

Postal drivers operate more than 213,000 vehicles throughout the country as the world's largest civilian fleet. Theirs is the challenge! These drivers face hazardous road conditions, gridlock, uneven terrain and inattentive drivers seven days a week — something only professionals behind the wheel know how to handle.

The Postal Service™ joins with the National Safety Council to induct a select group of these drivers — who deliver on safety every day — into the Million Mile Club. "Club status" means that the revered Million Mile Award is rewarded to letter carriers, rural carriers and truck drivers, men and women, who have a safe attitude that entails driving for one million miles or 30 years without a preventable incident. They receive a plaque which bears the Million Mile Club emblem, the NSC logo and an engraved personalized nameplate.



Source: <https://uspsblog.com/safe-drivers>

Alma knows that her safety depends on many things outside her control. For this reason, she confesses, "I pray for my safety every day! I also pray for every other Carrier, too! I love my job and I know that I need to do everything in my power to protect my ability to safely go home at night. Prayer is a part of that..."

Cynthia Flores
Stockdale Station
Seniority Date: February 28, 1987

A U.S. Navy Veteran, Cindy came into the USPS knowing the importance of safety. After safely navigating an obstacle course in an old 3/4 ton "ice-cream truck" delivery vehicle ensured that she would be hired as a Letter Carrier, she found herself reporting for duty at Bakersfield's Stockdale Station.

Thirty-two years later, assigned to Route 905, she is extremely grateful to be awarded the "Million Mile" Award! Looking back, she shares that she always tries to be vigilant when out on the street.

Knowing that postal vehicles are involved in too many accidents, Cindy tried to limit her exposure by seeking out walking routes. The way she saw it, the less time behind the wheel, the less the chance that some unfortunate event might occur.

Even so, she shared that she had to learn to pay close attention to what was happening around her. On an earlier assignment, she delivered off McDonald Way. Speeding cars posed potential hazards. Knowing this, she would park in a safe location as she loaded up for each park-and-loop. Currently, she delivers in an area which has a high population of aging customers. She has observed that they can be a little erratic in their driving habits and she gives herself extra room to maneuver...

When asked, she offers this insight: “You young Carriers need to follow the rules if you want to make it to retirement! Safety is no joke! **Safety First Will Carry You Through!!!**”

Elsie Flores Stockdale Station Seniority Date: March 14, 1987

Acknowledging that the physical demands of our job are a difficult part of what we deal with, Elsie is quick to point out that she is very grateful for the career she began almost 32 years ago. She knows that there are many hard-working people who don't have good benefits and a chance for a real retirement like she does.

She also underscores that being a recipient of the “Million Mile Award” is a great honor. But, it is one which *any* Letter Carrier can achieve with a *real* vigilance and attention to surroundings.

Moreover, being safe and “surviving” the real dangers while delivering also brings about additional benefits. Elsie shared, “Over 30 years at my job has given me great friends and relationships which are such an important part of my life! And — as a woman — that support network has been crucial.”

She remembers a few Letter Carriers being involved in accidents and she is so glad that she never had to go through that! She knows that part of this is because she “had her radar on”, but she is also happy that she was never in the wrong place at the wrong time.

Assigned to Stockdale Station as a brand-new PTF in 1987, she had no idea that she would stay in that building for her entire career when she first started delivering out of an old worn out jeep. The LLVs were a welcome change when they were first deployed, but they are now getting pretty worn out, too.

Her current assignment, Route 919, is curbside and probably marks her final stop in this journey she's been on. She hopes that

many of her fellow Letter Carriers will some day be awarded a “Million Mile” plaque. **HOWEVER, THE REAL REWARD IS TO BE ABLE TO RETIRE IN ONE PIECE!**

She also wants to add this last piece of advice for newer employees: “Invest as much as possible into your Thrift Savings Plan when you have that option. You'll appreciate it later.”

Tamara Foshee Dole Court Station Seniority Date: March 14, 1987

Driving the USPS 3/4 ton vehicle through the obstacle course for instructor Karl Herrera, 23 year old Tami Foshee knew that if she failed she wouldn't get the job. Although intimidated, she successfully navigated the pylons, forward and in reverse, and parallel parked in a space barely bigger than the vehicle.

Then, with OJI Mike Freeman on Route 428 at South Station, she drove a Chrysler K Car as she was introduced to a possible new career. Since then, she has driven a succession of delivery vehicles. She even remembers that she was the third person at South Station to go through orientation when the new LLVs became part of the fleet.

When asked about near accidents, Tami said that she'd actually been in a jeep that was rear-ended — but that was not her fault. Later, parked at an NDCBU, a kid on a bike slammed into the back of the LLV. Again, not her fault. But, she called it in.

Her travels have taken her to multiple units and each have presented different circumstances. Her experience has given her a perspective on what she needs to do to be safe. One time, she remembers her tires sliding a bit as she hit a patch of leaves in a gutter following a rainstorm. Although the street was dry, there was moisture under the leaves and she slid a bit.

With age and experience has come a certain maturity. She's learned that she needs to anticipate possible dangers.

When asked what message is important for younger employees to remember, the answer was quick and emphatic: “Take the time to be safe! Don't let the supervisors intimidate you to be back by an unreasonable time. Don't be tempted to drive unsafely just to meet an unreasonable demand.”

Continued on next page...

“MY EYES ARE MY EARS! Whether I am in an LLV or my own truck, my head is ALWAYS on a swivel because I HAVE to see everything — in front of me, to the side and behind me!”

Branch 782 member Everett Jennings

THE REAL REWARD IS TO BE ABLE TO RETIRE IN ONE PIECE!

Finally, Tami pointed out another fact. "Management focuses on distracted driving. They talk at standups about cell phones and fingering the mail. But, sometimes distractions are brought about by personal issues. Although it's hard, YOU have to compartmentalize a lot of what you are going through and be safe when you are at work. *That* should be YOUR focus!"

Through the years, she would see others presented with the "Million Mile Award". She never thought she would ever get one.

Ray Moya Camino Media Station Seniority Date: September 12, 1987

The opening statement in a conversation about the "Million Mile" award which was presented to Ray started this way: "As I drive, I try to make sure that I always have a safe distance between me and the vehicle that I am following. If I can't see those back tires, I am too close. I mean, if I get hit by the vehicle behind me and wind up hitting someone in front of me then I will be at fault. Not going to happen. *My safety is my responsibility!*"

This approach pretty much sums up Ray's way of putting into practice his way of anticipating a way to avoid problems.

When brand-new PTF Ray Moya reported to OJI Jim Tillett at the Bakersfield Downtown Station in 1987, it was his first stop in a journey which would include driving numerous USPS delivery vehicles at East Bakersfield, Hillcrest, back to E.B. and finally to Camino Media where he is now a T-6. Each zone has different types of neighborhoods and terrain. All have hazards.

Each vehicle he has driven has had issues that he has had to deal with. Jeeps were old and weren't particularly secure. LLVs have a blind spot that requires constant vigilance. "As I get ready to pull into traffic, I *always* look left first. Then, I look right. Then, I look left *again* because if I get hit by somebody that I can't see, it will be from that left side! I am always aware of how dangerous it is to not be able to see oncoming traffic! The Promaster is a good vehicle which can carry a lot of volume, but it really should have been designed to be a right-hand drive."

Surviving over thirty years of delivering mail through various seasons hasn't been without challenges. Although Ray doesn't remember any particular "close calls", he knows there have been many. Because of that, he has these important messages: "Learn to adapt! Don't hurry! Be Safe Not Sorry!"

In a nod to the way in which his safety has been built on planning to deal with potential pitfalls, Ray felt motivated to share this with newer employees who are considering making the Postal Service a career: "**Once you make Regular, SAVE YOUR SICK LEAVE! This is one benefit which YOU have a responsibility for!**"

Isaonie Celestino Stockdale Station Seniority Date: September 12, 1987

Thirty-three years ago, 93301 Letter Carrier Gary Golden told Celestino's then-wife that there was a possible USPS job available. "Cel" had been a delivery driver at Davenport Business Machines for some two years and enjoyed what he did. However, the change of work seemed to be a good opportunity for them.

Following the initial vehicle orientation, his USPS driving duties were delayed by a few days because his OJI, Robbie Robinson, had a 93309 walking route in Kern City. But, his chance to get behind the wheel came pretty quickly. A few months after passing probation, he was reassigned to the 93305 zone in East Bakersfield and vividly remembers that streets like Pacific, Quincy, Beale, and Lake Street presented challenges.

"Cel" spent some five years there until his assigned Route 509 was eliminated due to "adjustments". He was awarded a T-6 assignment at Stockdale with 910, 909, 905, 911 and 912 on his string.

At Stockdale, he quickly discovered that he no longer routinely found himself in the middle of swarming police drug raids as he was walking through neighborhoods. Although, Southwest Bakersfield presented different circumstances, "I knew I still had to be aware of everything around me! I couldn't put on blinders (like those on horses)."

Route 932, which is stop-and-hop, is his current "home". It provided a recent opportunity to engage his approach to safety when he survived a near disaster close to Ashe and Halfmoon this last December. He was west-bound on Halfmoon when an east-bound vehicle kept going straight although the road curved. **"CEL" SAW THAT THE CAR WAS COMING RIGHT AT HIM AND HE KEPT HITTING HIS HORN AS HE SWERVED TO THE RIGHT HOPING TO AVOID GETTING HIT!**

Miraculously, although quite shaken, he came out of that unscathed and was able to go home in one piece! Was it luck or was it being prepared for an unanticipated situation? *Depending on luck may, in and of itself, be a recipe for disaster...*

Asked for closing words of wisdom, "Cel" ended with these comments: "Take care of your customers! Get a good rapport with them when you have your own route! Enjoy what you do! The time you spend on the street is so much better than the time you spend in the office. And, when you are on the street, make sure you are aware of everything that might be a hazard! Be safe and you'll go home safe!"



Everett Jennings Camino Media Station Seniority Date: December 30, 1989

Before reporting for duty in Bakersfield in 1989, Everett had already been working in Compton, California as a USPS Letter Carrier for three years. Although he was used to the Los Angeles traffic and had even driven a school bus and transported seniors in a van, his world delivering mail presented new challenges.

In addition to random drive-by shootings, corner drug deals, and aggressive pit bulls out and about on his assigned routes, he remembers one occasion when heavy rain and a woman driving too fast for conditions caused her to spin out of control in an intersection. She clipped the bumper of his jeep as he was waiting to make a left-hand turn! He knew then — and knows now — “You never know what might happen!”

However, there is more to his story...

He lost the ability to hear when he was five years old. While he does wear hearing aids, he is deaf.

Everett emphatically points out, “MY EYES ARE MY EARS!

Whether I am in an LLV or my own truck, my head is *ALWAYS* on a swivel because I *HAVE* to see everything — in front of me,

to the side and behind me!” The majority of us do not deal with impaired hearing. We may not be as ever-vigilant. But, Everett can’t afford to lose attention to every single thing around him. In Compton, jeeps were the mail delivery vehicles. Introduced to the LLV after his transfer, he was shocked at the blind spot on the left side. There was no window! He had no way to see what was coming from that side!

He remembers getting in and out to see what the mirrors did and didn’t do. Repeatedly adjusting the top and bottom ones on the LLV’s left side gave him better vision; but, he also learned how to angle out into traffic in a way that he could actually see oncoming traffic through the window.

Everett points out that he is not the only deaf Letter Carrier working for the United States Postal Service. A Facebook page “Deaf USPS Letter Carriers” acts as a support system for some three hundred others around the country.

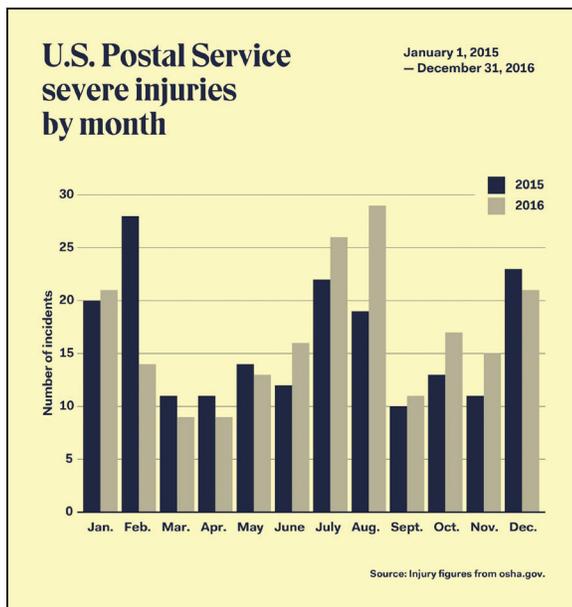
Also, he went on record to thank NALC Shop Steward Mike Meza for ensuring that local management would adhere to some of the requirements of the Americans with Disabilities Act. *That* certainly helped...

The “Million Mile” award is a great achievement for anyone. *In the case of someone who has had to compensate for the lack of a sense that most of us rely on, it becomes even more special!!*

THE USPS IS AN EXTREMELY DANGEROUS PLACE TO WORK

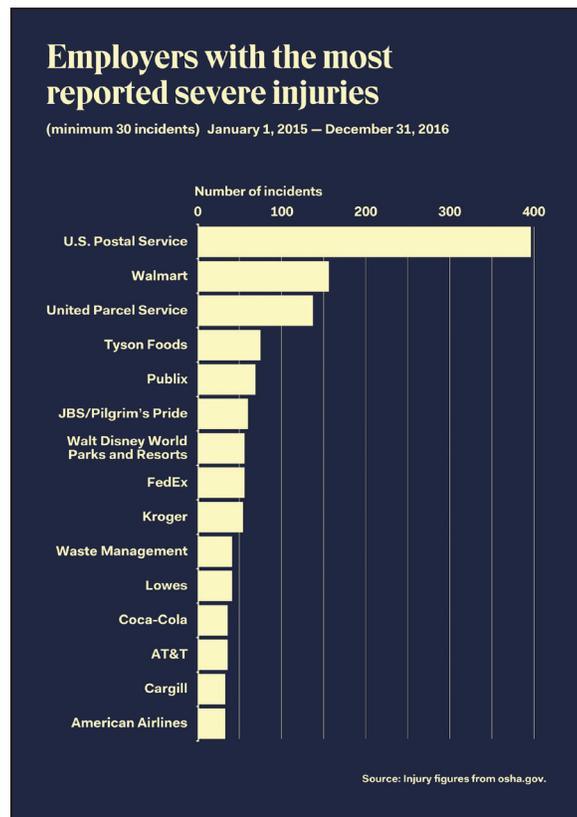
The U.S. Postal Service reports more severe injuries than any other employer, according to OSHA.

In 2015, OSHA began requiring employers to report when workers get “severely injured” to better identify dangerous workplaces and prevent future incidents. OSHA classifies an injury as “severe” when a worker suffers an amputation, the loss of an eye, or an injury that leads to the worker being hospitalized for at least one night. This data sheds new light on which jobs are more hazardous.



From the beginning of 2015 through the end of 2016, the United States Postal Service reported 395 severe injuries, the most of any employer. Behind it was Walmart, with 155 severe injuries and the United Parcel Service with 136. No other employer during that time period had more than 75.

<https://theoutline.com/post/1836/the-us-postal-service-is-an-extremely-dangerous-place-to-work?zd=1&zi=s2k3agq1>



Safety Rules DO Have a Purpose: **YOUR SAFETY**

by Ken Mayfield, NALC Branch 458
Executive Vice-President

We have received quite a few reports of Carriers being stopped by Safety for various infractions. This month, I want to write about a few of these and show you what the actual rules say.

First, **YOUR** seatbelts...

Section 812.3 of Handbook M-41, City Delivery Carriers Duties and Responsibilities, states: Seatbelts must be worn at all times the vehicle is in motion. Exception for Long Life Vehicles:

In instances when the shoulder belt prevents the driver from reaching to provide delivery or collection from curbside mailboxes, only the shoulder belt may be unfastened. The lap belt must remain fastened at all times the vehicle is in motion.



Carrier was proceeding through a controlled intersection on a green light. LLV was struck broadside. **CARRIER WAS WEARING LAP AND SHOULDER BELTS.** Although the Carrier had to be cut out of the vehicle through the roof, only minor injuries were sustained.

If you are driving any postal vehicle, you are to ALWAYS have your seatbelt on when the vehicle is in motion. When driving an LLV, you are allowed to detach the shoulder belt ONLY when it prevents you from providing delivery to or collection from curbside boxes. I've heard many times from Carriers that they thought that you could detach the shoulder belt while performing dismount deliveries. **That is untrue!**

Second, **YOUR** doors...

Section 812.31 of Handbook M-41 states: When traveling to and from the route, when moving between park and relay points, and when entering or crossing intersecting roadways, all external vehicle doors must be closed. When operating a vehicle with sliding driver's cab doors on delivery routes and traveling in intervals of 500 feet (1/10 mile) or less at speeds not exceeding 15 MPH between delivery stops, the right-hand sliding cab door may be left open.

LLV is the only postal vehicle with a right-hand sliding driver's cab door. You are to ALWAYS have the right-hand sliding driver's cab door closed, except when travelling between delivery stops no more than 500 feet apart, not exceeding 15 mph, and not entering or crossing an intersection. If you are making a right turn from one street to another, you are entering intersecting roadways. **CLOSE YOUR DOOR!** If you are passing a T-intersection and the other street is to your left, you are crossing an intersection. **CLOSE YOUR DOOR!**

Lastly, **YOUR** headphones...

Postal policy is: The use of radio headsets is permissible only for employees who perform duties while seated and/ or stationary and only where use of a headset will not interfere with performance of duties or constitute a safety hazard. Employees will not be permitted to wear or use radio headsets under other conditions, including but not limited to: while walking, or driving; near moving machinery or equipment; while involved in oral business communications; while in contact with, or in view of, the public; or where the headset interferes with personal protective equipment.

Further, the use of a mobile phone, while in the performance of delivery is prohibited. This includes talking, texting, emailing, posting to social media, while driving a postal vehicle, and delivering mail/packages. Postmasters, Managers, and Supervisors should only contact on duty carriers via the mobile delivery device for limited USPS business or an emergency.

Safety IS in OUR Hands

by Steven Abasta, NALC Branch 24
Executive Vice-President

On Friday, December 3rd, tragedy once again struck Branch 24. A full time regular Letter Carrier from the Commerce Station was fatally injured in an accident when he was struck by a vehicle as he stood at the back of his vehicle.

As this issue of the *Angel City Carrier* goes to print, the investigation into this accident is ongoing. The purpose of this article is not to assess blame or point

fingers. *The purpose is to bring to YOUR attention to the need to work safely.*

The recent accident involving our Carrier was in no way his fault. He was merely performing his duties. **But it is imperative that we DO NOT lose the message regarding safety.**

As Letter Carriers, we have limited control over most of the functions of our daily as-

signment. Management sets the hours and the means of delivering the mail.

We as Letter Carriers however, DO have control over how we perform our daily duties.

Management can push you, prod you, harass you, and try to get you to work faster but the decision to work safely rests solely in our hands.

Each and every minute of every work day, it is incumbent on us to perform our duties in a safe manner.

SAFETY HAS NO SHORTCUTS.

While the first policy is outdated, it is still in effect and would include current technology such as Bluetooth devices. As a City Letter Carrier, you are only authorized to wear headphones, or Bluetooth device, while casing mail. You are authorized to use a mobile phone during breaks and lunch.

Included with this article are a few images of accidents where Carriers were **NOT** wearing their seatbelts. *These pictures should underscore the importance of this message to YOU...*

Article courtesy of the February 2019 *SOONER SCRIPT* published by Oklahoma City, Oklahoma NALC Branch 458



Carrier was **NOT** wearing seatbelt. Carrier was ejected from vehicle through open door and died on impact.



Carrier was **NOT** wearing seatbelt. Carrier sustained major injuries in accident.



Carrier was **NOT** wearing seatbelt. Carrier was ejected from vehicle through left-side window and died on impact.



Carrier proceeding through a controlled intersection with a green light. LLV struck broadside. Carrier **NOT** wearing seatbelt. Carrier was ejected from vehicle through open door and died on impact.

We have an obligation to make sure that we go about our duties as professional Letter Carriers with a mindset that — no matter how rushed we are — we will perform our duties safely!

Each and every day, Letter Carriers put themselves in harm's way by not following proper safety procedures.

It may be a simple thing like failing to check your vehicle each morning to ensure that it is in good working order. Having proper working brakes, blinkers, horn, backup lights, seat belts and parking brake all ensure that we drive safely.

Utilizing your blinkers whenever you are going to pull into traffic, change lanes and/or make a turn is not only required by law, *it is part of performing your duties in a safe manner.* Section 812.2 of the M-41 Handbook requires us to observe all traffic regulations prescribed by law. It further states that, "Rules applying to the public also apply to operators of postal vehicles" which means that we do not get a free pass from the laws solely because we are driving a postal vehicle.

We must also be cognizant of our park points. Avoid parking close to an intersec-

tion or too close to the corner. Try to stay away from parking on a curve. Vehicles have a greater tendency to lose control on a curve rather than on a straightaway, especially if excessive speed comes into play. Although Management sets where they want you to park, they cannot force you to park anyplace that is unsafe.

If you believe that a park point is unsafe, bring it to the attention of your supervisor. ***If they refuse to let you change it, protect yourself by notifying your Shop Steward AND fill out a PS Form 1767 to report the unsafe situation.***

This is an excerpt from a much more extensive article courtesy of the January/February 2019 *Angel City Carrier* published by Los Angeles, California NALC Branch 24



Safety Depends on Me

by Albert Reyes, Shop Steward
NALC Branch 2902

Have you noticed management's attempt to bring awareness on safety issues? Both in the office and on the street they're done daily if not weekly through stand ups or safety talks. Topics include dog bite prevention, bending at the knees, hazardous materials and proper hydration. This isn't anything new as it is management's responsibility to promote safety. As per EL-801 1-7, "Scheduled safety talks are intended to promote safety awareness. All line-supervisors are required to conduct safety talks at least once a week with their employee groups."

What about safety talks or awareness of outdated vehicles?, Or scanners?, Or satchels? All three are necessary for the work we do on a daily basis. As carriers we depend on the Postal Service to supply us with the right equipment to do our job. As per M-41 141, "All necessary equipment and supplies required will be furnished by the U.S. Postal Service." Is management supplying you with the right equipment to do your job? Are we holding management accountable if equipment or supplies are not being furnished? Or do we believe the answer they give and move on?

One might ask how a scanner can be a safety issue? We all have received safety texts throughout the day on our scanners, correct? On top of the annoying scan 15 pieces of flats first then letters messages, management has been able to add dog warning alerts specific to the addresses on the routes. If the scanners are not working properly we may miss a dog hazard alert as we approach a home with a safety issue. What happens when you tell management your scanner isn't working properly? There are forms, codes, and functions for everything we do at the Post Office, but when it comes to properly submitting a scanner issue, we don't create a paper trail. Without that, it's all verbal.

Other than route inspection week are you performing the daily routine inspection on your vehicle? This is our responsibility. We must make a daily safety check of our assigned vehicle as outlined in Notice 76, the Expanded Vehicle Safety Check. This is to be done before leaving the Post Office parking lot or garage. Use PS Form 4565, Vehicle Repair Tag, to report all mechanical defects, failures, and vehicle damage to your Supervisor. Sign and date the form and keep a copy for your records. If the issue doesn't get repaired then complete PS Form 4707 DO NOT USE tag (red tag) and tie it to the keys. Management has been known to give your vehicle to a CCA who may start later in the morning. This will eliminate that.

And last but not least, the satchel. Ever had a broken shoulder strap? Tried tying it together with rubber bands or worse advo straps? Have you called management to report a busted satchel strap only be told to do your best, keep going, but make it back before 6pm? Of course! So what do you do? Well, to put this back on management, ELM 811.2 states, "It is the responsibility of management to provide safe and healthful working conditions in all postal owned and postal leased installations. Educate all employees in safe work practices, and ensure that all employees work safely. Safety is an integral part of all managers' responsibilities."

So in other words, yes, safety depends on us, and it is our responsibility to notify management of any potential safety hazards. It is still managements' responsibility to provide a safe and healthy condition so that all employees are safe. Do you know where your PS Form 1767's are in your office? What are PS Form 1767s? You do not need to be a safety captain or part of a safety committee to report an unsafe condition. PS Form 1767 can be filled out anonymously. This can be a leaking faucet, busted light bulb or anything deemed a safety hazard. See your shop steward to follow up with any safety concerns you may have.

As always be safe out there. Download the NALC app if you haven't done so already!

Article courtesy of the January - February 2019 *Mail Bag News*
published by Chatsworth, California, NALC Branch 2902

Section 112.4 of the M-41 Handbook states:

"Conduct your work in a safe manner so as not to endanger yourself or others." This is a very general provision. It identifies the basic responsibility for ALL Letter Carriers.

Section 113.1 of the M-41 Handbook states,

"Always exercise care to avoid personal injury and report all dangerous conditions to the unit manager." What this means is if you are aware of an unsafe or hazardous condition, you have an obligation to notify your supervisor or manager. *Whenever you report an unsafe condition, make sure you do so in writing and keep a copy for your records.*

Why plans for replacing LLVs are heating up:

The Postal Service operates the largest civilian fleet in the world. About 190,000 vehicles are used to collect and deliver the mail, and about 140,000 of them are Grumman-built Long Life Vehicles (LLVs) These LLVs are getting up in years, and it's long past time to begin replacing them.

They're getting far too expensive to maintain and more and more of them are ending up in a fiery blaze.

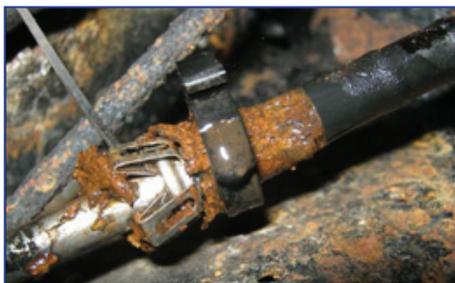
Most LLVs vehicles were purchased between 1987 and 1994. In fact, they were designed to last for 24 years, and many of them are already well past their expected lifespan.

According to Government Services Administration data, the Postal Service's vehicles are about three times older than the rest of the government's fleet. While other federal agencies replace their fleets every seven years, the Postal Service is going on 21 years and counting.

Most LLV fires initiate from locations in and around the engine compartment and some have been linked to failed fuel system components.

In some cases evidence was provided that oil leaks previously existed and this problem was not addressed.

Vehicle Maintenance workers pointed to cracked fuel lines, corroded connections, faulty wiring, hot fuse panels, overheating engine compartments, leaky windshield fluid lines over the fuse panel (the fluid contains alcohol), flammable fust collecting at the bottom of the steering column, and so on.



One of the most obvious problems with an aging fleet is that maintaining the old trucks is getting very expensive. Because of financial problems, the Postal Service hasn't been able to replace trucks, so it has had no choice but to repair them. It has been clear for many years that the Postal Service would need to begin replace the fleet, but the recession and its impact on mail volumes and revenues set back any plans to do so.

The Postal Service made a decision in 2011 not to replace its delivery fleet "largely because it would cost about \$5 billion," money it just didn't have at the time.

Now that the Postal Service's financial situation has improved the agency is moving forward on buying new trucks.

The current plan is to buy 180,000 "Next Generation Delivery Vehicles" (NGDVs). The anticipated cost for each NGDV is between \$25,000 and \$35,000, which comes to a total cost of \$4.5 billion to \$6.3 billion.

The plan has come under fire from a couple of tax advocacy groups, Securing America's Future Energy (SAFE) and Americans for Tax Reform, the critics seem more interested in bashing the Postal Service than in saving money. It's not as if taxpayers will be paying for the vehicles anyway.

Whatever approach the Postal Service takes, it takes a long time, perhaps as long as five or six years, to go through the process of deploying the new trucks. Once deployment begins, it will take several years to completely replace the old vehicles. The Postal Service plans to stagger its purchase of 160,000 new vehicles over a nine-year period beginning in FY 2018.

At this point, it looks as though mid to late 2018 is more likely. And that's if everything goes according to schedule.

By that time, all LLVs will be well past their 24-year life span, over a billion more dollars will be spent on maintenance, and we will see



If you are curious, go to this link...
<https://www.postaltimes.com/2016/07/2016-llv-fires/>



This article is courtesy of the January 2017 *Suncoast Letter Carrier's Update* published by Tarpon Springs, Florida NALC Branch 2008.

Thank you Editor Mike Leishman! Each picture was, indeed, worth another thousand words!!!

This article was "originally" reprinted in the Branch 782 web version of our newsletter in January 2017. Seemed like a good time to do it again...

In an Instant...DISASTER!

An Account of Dangerous Park Points

David Betts, a transitional employee started his carrying career in Concord, New Hampshire. Then — as a CCA — he was transferred to Branch 44 in our Exeter Office.

by David Betts and
Editor Pete Prunier,
NALC Branch 44

In my interview David said he loved carrying mail. He told me that he was not even supposed to be delivering that route on the day in question. You see it was his birthday two days before tragedy struck, and he was supposed to meet up with some college friends. No one can tell the story better than David so I am going to turn the article over to him.

I also had an AC joint separation in my left shoulder. And lots of cuts and scrapes and bumps and bruises. My hospital stay was horrible. After two nights of being there I had enough and was brought home.

My wife was waiting for me at home. My daughter (who was a 3 year old at the time), was at my in-laws till I got settled.

My accident was on Friday the 21st of March two years ago. I was on the City route 2 in Exeter. I was at a parking point getting a loop ready.

Then, I passed out. Woke up on the stretcher. Then, passed out again. Woke up in the ambulance. Passed out and woke up in the CAT Scan at the hospital. Never really lost consciousness again.

After about a week I developed blood clots in my left leg. *Another* trip to the local hospital.

The next thing I remember I was waking up on the ground. I didn't know where I was or why I was on the ground, I tried to get up and start running — just run and get out of there.

My wife showed up in the ER. They let her in to see me. She was eight and half months pregnant at the time. When I saw her I knew this was going to be a long haul.

OWCP is not fun.

My AC joint claim was denied, because of terminology. Blood clots also denied. Both of those have been fought *and* been accepted to my case.

I couldn't get off the ground, I tried. My leg was stuck. Then I heard someone say, "Stay still. Don't get up." That's when I knew, I was in an accident.

I was transferred down to Boston. Down there they started to work on my injuries. I had x rays done and more screening done. The surgeons put 70-80 stitches and a gravity drain in my scalp for the eight inch laceration.

I have also had issues with my right shoulder, neck, upper back, left eye, and a concussion. All of those have not been accepted and are still being fought through the union. I am glad I had Workers Comp, but dealing with them is more stressful than the actual accident itself.

I was in and out of consciousness. I needed to call my wife. Was anyone else hurt? Where this parking loop is, a bus stop for a school is right there on the same corner where you park. No kids were there at the time.

They said my scalp was "degloved" from my head. (Google it.)

I am back to work and I am in pain all day. Some days are better than others; but, still, so much pain.

The worst part of the whole episode, was my personal life.

My wife was eight and a half months pregnant at the time of the accident. She not only had to take care of herself, but had to take care of me, our 3 year old daughter, our dog, and house.

The last few days of her pregnancy I should have been rubbing her back and feet, taking care of her. Instead she was shoveling the walk way, walking the dog, taking care of our daughter, and working at her job as well as me.

I couldn't help her when she went into labor. She needed me and I feel like I wasn't even there for her in the labor room. I could not help her physically like I did when our daughter was born.

Our son was finally born, and I couldn't hold him as long as I wanted to. My son was too much for me. I couldn't really hold him for about two months.

All I wanted to do was hold my son, and help my wife, but I couldn't.

Another low point for me that I will never forget, is my daughter telling me that she was scared of me. "Papa your head is scary." That tore me apart. I never want my little girl to feel that way. It kills me that she had to see me this way.

It's been over two years and I still get upset from time to time when I think of what was taken from us. I can't play on the ground with my son for very long because I get uncomfortable from the pain. All he wants to do is play in his sand box or wrestle on the ground with his Papa.

My daughter, I wish I could swing her around in the air like the Irish princess she is and should be treated like. But, I can't because of the pain.

She likes to wrestle her Papa too when she gets a chance...when I'm feeling a little better.

All of this happened because of poor parking points. and a person not paying attention while driving. He was trying to pick up a sandwich that fell on the passenger floor board.

I never heard him coming. He never saw me and never hit the brakes. Just ran right into me.

Accidents can happen any where at anytime. We can try to protect ourselves by parking in safer parking points.

If you feel unsafe for any reason, get your parking points moved!

Try to give yourself a better chance to survive unscathed!

Please take the time to think of how to protect yourself!

You never want to put your family and yourself, through an ordeal like this.

This article courtesy of the Manchester, NH 44 Magnum published in October 2016. I sincerely hope you all take it to heart!!

Our thanks to Pete Prunier and David Betts!



This article was featured in our October 2016 web version. The message NEEDS to be reinforced...



David Betts and other Carriers who have been injured at dangerous park points were greeted by NALC Convention Delegates in Los Angeles.

...If your manager is not enlightened as to the pain...Brothers and Sisters have suffered, share this column with them. If you feel that any of your park points are unsafe and unnecessarily expose you to the hazard of traffic at your back, turn in a Form 1767. If the hazard report is not responded to favorably, take this issue to your Union Steward or Branch Officers..."

"Manny" Peralta, NALC Director of Safety and Health — April 2012 Postal Record

Here is an additional focus on some of the facilities which you can access for your health needs through our NALC Health Benefit Plan. If you have questions, about any providers in YOUR area or city, call me at (661) 398-6075.



Mark Ramirez

NALC HEALTH BENEFIT OPEN ACCESS PLUS (OAP)/PREFERRED PROVIDER (PPO) THROUGH CIGNA

Our NALC HBP utilizes CIGNA's PPO/OAP Networks of health care providers offering the best services at a lower negotiated rate.

If we utilize the CIGNA network providers, we will save out-of-pocket \$\$\$ for ourselves and for our NALC plan! It is a Win - Win *and* we have access to the BEST health services at a discounted rate!

Here are the steps to take to access the provider network:

1. Log on to NALC homepage.
2. Under "Member Services", click on "NALC Health Benefit Plan"
3. Click on "HBP Website (in red letters)
4. Click on "Quick Links, CIGNA Online Prover Directory" or "Locate a Network Retail Pharmacy" as examples.

Our NALC HBP insurance card can be used at any providers nation-wide or world-wide!

HOSPITALS

Mercy Hospital 2215 Truxtun Ave. 93301 (661) 632-5000
 Southwest 400 Old River Rd. 93308 (661) 663-6000
 Memorial Hospital 420 34th St. 93301 (661) 327-1792
 Adventist Health 2615 Chester Ave 93301 (661) 395-3000

URGENT CARE FACILITIES

Sendas Urgent Care 4500 Ming Ave. 93311 (661) 587-2500
 Sendas 3409 Calloway Dr. #101 93312 (661) 587-2500
 Accelerated Urgent Care 4871 White Lane 93309 (661) 832-1679
 Universal Urgent Care 2121 Niles St. 93305 (661) 325-1255

ASK ABOUT OTHER LOCATIONS

PHYSICAL THERAPY

Pair & Marotta Physical Therapy 3400 Panama Ln. 93313 (661) 412-4667
 Bakersfield Sports Medicine & Physical Therapy 3500 Coffee Rd. #A (661) 589-6700
 Southern California Orthopedic Kimberly Keathley, PT
 Scott Courente, PT
 Catherine Whittington, PT 2400 Bahamas Drive 93309 (661) 328-5565

ASK ABOUT OTHER LOCATIONS

LABS (Blood Work)

QUEST Diagnostics 9500 Stockdale Hwy. 93311 (866) 697-8378
 Physicians Automated 2920 F Street 93301 (661) 325-0744

ASK ABOUT OTHER LOCATIONS

X-RAY/MRI CENTER

Truxtun Radiology Group 1817 Truxtun Ave. 93301(661) 325-6800
 Kern Radiology Medical Center 9330 Stockdale Hwy. #100 (661) 326-9600

ASK ABOUT OTHER LOCATIONS

AUDIOLOGY (Hearing)

Walls Hearing Aid Center 4800 Easton Dr. #108 93309 (661) 323-1612
 Newport Audiology Center 5330 Office Ctr. 93309 (800) 675-5485
 Miracle Ear 1043 Stine Rd. 93309 (888) 669-2175

CHIROPRACTIC

(Adjustments of Neck & Spine)

(6) Chiropractic offices listed. Consult NALC HBP website (CIGNA PPO-OAP Provider Directory)

PODIATRY (Foot-Ankle)

Bakersfield Foot & Ankle Surgeons 4000 Stockdale Hwy. #C 93311 (661) 832-3600

CHILDRENS PRIMARY CARE

Valley Children's Primary Care Group 1215 34th Street 93301 (661) 843-8980

PEDIATRIC (CHILD CARE)

63 Providers listed on NALC HBP website Consult the on-line Directory

PHARMACIES

CVS Pharmacy 5184 Stockdale Hwy. 93311 (661) 633-2066 (15 stores)

ASK ABOUT OTHER LOCATIONS

(97) Pharmacies listed on NALC HBP website under "Locate a Network Pharmacy". Examples: Walgreens, Sav-On, Rite Aid, Wise Buy, El Tejon, Costco, Walmart are just a few pharmacies listed.

NALC Mutual Benefit Accidental Death \$5,000 benefit

Available to all NALC members in good standing with the union — Active and Retired. Our MBA Mutual Benefit Association offers, at no cost to members, an "Accidental Death" benefit. For inquiries, call James Jim Yates, Director of Life Insurance, Week Days (202) 638-4318 and Tuesday and Thursday (800) 424-5184.

**MARK RAMIREZ
 NALC HBP-MBA
 Representative**

**Retired Letter Carrier
 The Golden Empire Branch 782**

If you have questions about any providers in your area or city, call me at (661) 398-6075

2019 NALC HBP Info

At a glance...



NALC Health Benefit Plan 1-888-636-6252
 *Hospital Pre-Certification 1-877-220-6252
 Mental & Substance Precertification 1-877-468-1016
 Prescription Drug Program 1-800-933-6252
 CVS/Caremark Specialty Pharmacy 1-800-237-2767
 Durable Medical Equipment 1-855-511-1893
"24/7 Nurse Hotline" 1-877-220-6252
 CVS/CareMark Pharmacist 1-888-636-6252
 Solutions for Caregivers (24/7) 1-877-468-1016
 CIGNA PPO Locator Line 1-877-220-6252
 CIGNA Organ Transplant Approval 1-800-668-9682
 Quit for Life (Tobacco Cessation) 1-866-784-8454
 CIGNA Health Rewards (Discounts) 1-800-558-9443
CIGNA Plus (Dental Discount) 1-877-521-0244
 Disease Management Program 1-800-227-3728
 OPM Retirement Info Center 1-888-767-6738
 Federal Information Center 1-800-333-4636
 Social Security Administration Info 1-800-772-1213
 PostalEase Human Resources USPS 1-877-477-3273
 Quest Lab Services (Bakersfield) (661) 631-8520
 LabCorp Lab Services Bakersfield (661) 631-9258
 Shared Services Option 5 live person 1-877-477-3273

NALC Health Benefit Plan
 20547 Waverly Court
 Ashburn, Virginia 20149

NALC Prescription Mail Order Drug Program
 P.O. Box 94467
 Palatine, Illinois 60094-4467

NALC Drug Prescription "Claims" Filing
 P.O. Box 521926
 Phoenix, Arizona 85072-2192

OptumHealth Behavioral Solutions
 P.O. Box 30755
 Salt Lake City, Utah 84130-0755
 Questions: 1-877-468-1016

NALC Consumer Driven Health Plan and Value Option*
 P.O. Box 18223
 Chattanooga, TN 37422-7223
 Phone: 1-855-511-1893

* Call for approvals Organ Transplants, DME Surgeries
 InPatient

"Out tHeRe"



The NALC Consumer Driven HP and the Value Option HP can utilize this **CIGNA PPO/OAP NETWORK** or by calling 1-855-511-1893.

OPTUMHEALTH BEHAVIORIAL SOLUTIONS is also available to the Consumer Driven/Value Option. You must pre-certify. Call 1-877-468-1016.

We DO have a Dental Discount Program!
 Call Mark Ramirez for details...

Preferred Provider (PPO)
 Cost: \$20.00 Co-pay per office visit

PPO Deductible: Per Calendar Year
 \$300 "Individual"
 \$600 "Self & Family" or "Self Plus One"

Many immunizations are Free (Adult/Child) when administered at a PPO pharmacy/facility. Some will require a prescription from the Doctor.

URGENT CARE

Sendas Urgent Care: 9450 Ming Ave., Bakersfield (661) 587-2500
 M-S 8 a.m. - 9 p.m. Saturday/Sunday 8 a.m. - 8 p.m.
ASK FOR OTHER LOCATIONS

Accelerated Urgent Care: 9710 Brimhall, (661) 829-6747
 9500 Stockdale Hwy, (661) 735-3943 8 a.m. - 9:30 p.m. daily
ASK FOR OTHER LOCATIONS

Our PPO doctors and facilities—through (OAP Network) CIGNA—save us and the Plan thousands of dollars and it is top notch care at a discount rate. You don't lose anything! You are saving money for the best care!!!

MARK RAMIREZ
 NALC Branch 782 Health Benefit Plan Representative

(661) 398-6075

QUOTES AND THOUGHTS THAT BENEFIT HUMANITY

"OuT tHeRe"



"Help others without any reason and give without expectations of receiving anything in return."

Roy T. Bennett

"Respect other peoples feelings. It might mean nothing to you, but it could mean everything to them."

Roy T. Bennett

"You only live once, but if you do it right, once is enough."

Mae West

"A system is corrupt when it is strictly profit-driven, not driven to serve the best interests of its people, but those of multinational corporations."

Suzy Kassem

"No matter how hard EVIL tries, it can never quite match up to the power of GOOD, because EVIL is ultimately self-destructive. EVIL may set out to corrupt others, but in the process, corrupts itself."

John Connolly

"Vicious actions are not hurtful because they are forbidden, but forbidden because they are hurtful."

Benjamin Franklin

"Do not go where the path may lead, go instead where there is no path, and leave a trail."

Ralph Waldo Emerson

"Always remember people who have helped you along the way, and don't forget to lift someone up."

Roy T. Bennett

"We the people are the rightful masters of both Congress and the courts, not to overthrow the Constitution, but to overthrow the men who pervert the Constitution."

Abraham Lincoln

"America's corporate and political elites, now form a regime of their own and they're privatizing democracy. All the benefits the tax cuts, and policies and rewards flow in one direction... UP."

Bill Moyers

"The Liberty of a democracy is NOT safe if the people tolerated the growth of private power to a point, where it becomes stronger than the democratic state itself. That in its essence is FACISM. Ownership of government by an individual, by a group, or any controlling private power."

Franklin D. Roosevelt

"Capitalism is out of control, thanks in no small part to Citizens United, the Supreme Court decision which said that a corporation is a person, even though it doesn't eat, drink, make love, sing, raise children, or take care of aging parents. You can't have a peoples democracy as long as corporations are considered people."

Bill Moyers

"GOOD.....if you've done things you aren't proud of, it means you have a conscience."

Criss Jami

"Hoard food and it rots. Hoard money and you rot. Hoard power, and the nation rots."

Chuck Palahniuk

"Learn to light a candle in the darkest moments of someone's life. Be the light that helps others see; it is what gives life its deepest significance."

Roy T. Bennett

MARK RAMIREZ

Retired Letter Carrier

NALC Health Benefit/Mutual Benefit Association Representative
The Golden Empire Branch 782

IN FRED ACEDO'S WORLD "OUT THERE"

THESE ARE THE DOG DAYS
OF LETTER CARRIERS



In the real world, dog attacks are serious business. But, Letter Carriers all over will identify with the dog humor in that reality that we live daily.

"OuT tHeRe"



"OuT tHeRe"



"OuT tHeRe"



OUT THERE



"OuT tHeRe"



**Any
Cartoon
Ideas??**
Fred Acedo Br. 782 S.A.N.E.
P.O. Box 6532
Bakersfield, CA 93386-6532

"OuT tHeRe"



"OuT tHeRe"



"OuT tHeRe"



"OuT tHeRe"



OUT THERE



"OuT tHeRe"



snippets

Here are excerpts from a number of articles from various NALC newsletters from all over the country. Your knowledge can lead to better informed decisions...

Carrier held up at gunpoint

by Bob James, President
NALC Branch 791 Editor

A Lynnwood Regular Carrier was held up at gun point for his packages. They also took his wallet. He did the smart action of giving them what they wanted.

Evidently the three young men had stolen a car in Kent and came up to our area to steal mail and parcels. The Carrier was smart and told them he did not have a phone. So, he was able to call the police right after the bad guys left him.

The police were able to find them after about twenty minutes and arrested them without incident. My understanding is that they were tossing out parcels and other mail from the car as the police were pursuing them.

Snippet courtesy of the *Monthly Report* published by NALC Branch 791 in Everett, Washington January 2019.

by Brandon Schlutt
Branch 330 Financial Secretary

CCAs: As a CCA you rarely take the time to think of your retirement let alone thinking what you'll be doing on that rare day off you get. *But, you should!*

As NALC members, CCA's are offered the City Carrier Assistants Retirement Savings plan or CCARSP for short. (I know what you're thinking — post office with its acronyms.) What it does mean is this: As a CCA you have a way to start a nest egg of retirement without being a full time regular and that's important! The CCARSP is a **fixed** annuity. The funds you put in are a fixed rate of return. The MBA takes the risks while guaranteeing your investment. The plan offered is a traditional Individual Retirement Account (IRA). Once a CCA becomes full time regular, you can take your CCARSP and transfer the funds to the Thrift Savings Plan (TSP). Take it from someone who didn't have that option as a CCA this is a **HUGE** deal. Some CCA's don't get converted for until the 30-month mark. Take control of **YOUR** retirement as it's important now as much as it is for your future.

If you are interested in signing up, look in the latest issue of the *Postal Record*. There is a form for CCA's to fill out and mail in.

Snippet courtesy of the South Bend, Indiana NALC Branch 330 *330 DIGEST* published in December 2018.

Retiree and Future Retiree Roundup

by John Bonanno,
Branch 92 Retiree Rep.

This edition will concern a little known fact about retirement and your basic source for retirement information.

This came up in conversation this week. What if your wife dies or if a retiree gets a divorce?

If the annuitant (retired person) is back on full annuity say for two years before remarriage then the extra money received during that period must be paid back to OPM to establish benefits for the new spouse.

“The annuitant can have his or her annuity restored to the single-life rate by writing the U.S. Office of Personnel Management. If the spouse predeceases the annuitant and that annuitant later remarries, his or her annuity will be actuarially reduced for all the months that the annuity was restored to full annuity in order to provide the new spouse a survivor benefit.”

Article courtesy of the September - November 2018 *CARRIER'S CORNER* published by Portland, Maine NALC Branch 92

from the NALC booklet Q&A On FERS.

In the example above two years back on full annuity would probably cost the retiree over \$3000 to establish a survivor benefit.

Another factor to understand is that the cost of establishing a survivor benefit for a spouse is dependent on how many years difference in age exists between the couple. So if a carrier has robbed the cradle and has a spouse 30 years younger, the pension will be reduced significantly more than if the spouse is the same age as the retiree.

The source for forms and letter carrier retirement information is this page at the NALC website: <https://www.nalc.org/workplace-issues/retirement>

Start Times as Late as 9:30??

by Richard Montesarchio,
NALC Branch 791 President

Over the last 10 years Management in the Westchester District has attempted to make changes and adjustments to what they say “improve service”.

What an untrue response to their poor performance!

Over the last 30 years that I have been assigned to the Westchester District, I have

experienced nothing but a decline in the operations.

We are being held hostage by inept Postal-Managers in the plants that are doing nothing to expedite processing and transportation of mail to the local offices.

Management has been pushing back start times to as late as 9:30 AM in some offices! This is a terrible decision for customer service and Letter Carriers’ safety!

The Westchester District is under scrutiny from members of local town Government and Congress because of late or non-delivery of mail.

Staffing and training are major concerns in this district. The treatment of all employees — especially CCAs is horrible. Post

offices are opening in the morning 5, 6, and even 7 positions down to get the mail delivered.

Branch 693 has been filing Article 1 and Article 8 grievances daily. Why?

Letter Carriers working beyond 12 hours in a day has become routine; and, working 16-20 straight days in a row has become the normal practice.

The bottom line is: *It is the customer who is our biggest ally who is being harmed.*

I despise having to say this, “The Service is terrible.” **Let’s turn this around and protect the Postal Service, an American institution!**

Snippet courtesy of Peekskill, NY Winter 2018
NALC Branch 693 Westchester Carrier.



Don't Be Intimidated By Poor Management!

Boy, isn't it great to have supervisors that never carried mail tell us what to do... and issue orders outside of the Contract?

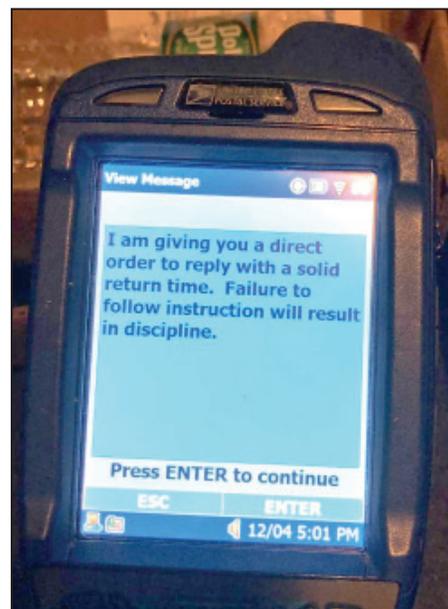
by Paul Nee, NALC Branch 44 Vice-President

Our projected delivery time is always approximate. Look at the PS Form 3996 — it says that it is an *estimate* right on the form. You have to do your part and fill out the 3996 in the morning. Request a copy of the completed form. **Keep that copy.** At that point in time you have protected yourself.

If you look to the right, you will see an scanner message sent to a Letter Carrier which was meant to intimidate.

If you start falling behind on the street for unforeseen circumstances, call in. If you receive an order like this on the scanner, pull over and ask them what they want you to do. Remember a double order does not count. If you told them on your PS Form 3996 it would take you until 8 p.m. to complete your route and they respond that you WILL deliver all the mail by 7 p. m. Return the mail at 7 p. m. and fill out a PS Form 1571. **KEEP A COPY.**

Then, contact your Shop Steward and we will take it from there. **THIS** is how you protect yourself.



“Snippets” originally in January web version

Article courtesy of *The 44 Magnum* published by Manchester, New Hampshire NALC Branch 44 in January 2019. Thanks, again, Editor and “All Around Good Guy” Pete Prunier!

As announced at the 2018 NALC Convention in Detroit, the union has established the NALC Disaster Relief Foundation to alleviate the suffering of members affected by natural disasters, including earthquakes, tornadoes, hurricanes and wildfires. The foundation was created to fill a need identified by many branches in the face of the disasters last year, including the wildfires that ravaged northern and southern California, as well as the hurricanes that swept through South Texas, Puerto Rico, the U.S. Virgin Islands and the Florida Keys.

“Branches wanted to know where they could send desperately needed supplies and money, but there wasn’t a central location,” NALC President Fredric Rolando said. “That’s why we created this foundation, to reflect the will of the members and make it easy for them to help others in need quickly and efficiently.”

The foundation has been set up to function in two ways: by providing hands-on relief and by receiving donations as a means to offer financial grants.

NALC is in the process of creating response teams throughout the country. People on the teams will receive disaster relief training from charitable organizations and government agencies, including the American Red Cross, the Federal Emergency Management Agency (FEMA) and the Occupational Safety and Health Administration (OSHA).

Foundation volunteers recently were activated to go to North Carolina to help letter carriers recover from the destruction wrought by Hurricane Florence. They offered physical assistance—helping to remove water-logged furniture and tear out soaked drywall—as well as emotional assistance for individuals who had been overwhelmed by the aftermath. Additionally, basic supplies, including uniforms and food, will be available for those who need them in the future.

Contact information: DisasterReliefFoundation@nalc.org (202)423-2443
NALC Disaster Relief Foundation
100 Indiana Ave.
NW, Washington, DC 20001-2144

Article courtesy of the Lancaster, California NALC Branch 4430 *Voice of Branch 4430* published in December 2018.

See The Light

by Jim Salvati,
NALC Branch 25 Safety Officer

Recently I had an LLV that did something I never saw before.

When darkness came I turned on the headlights and **nothing** happened. About 10 seconds later, they came on! Apparently, if the headlight switch is broken the regular low beams don’t work but the day time running lights still come on. It was quite disorientating driving in the dark even for a short time. The experience made me appreciate the importance of headlights!

1/2 of traffic deaths occur either in the dark or at dawn or dusk. (Insurance Institute of Highway Safety- iihf.org).

Number one in headlight safety is to make sure you have two functioning headlights, low beams, high beams and daytime running lights. Headlights last between 500 and 1,000 hours.

Secondly, if the headlight casings are foggy, they can be cleaned.

Check out YouTube for easy, inexpensive ways to clean them using soap and water, baking soda or even toothpaste! The idea is a mild abrasive that will clean without scratching. Thirdly, if you’re scraping frost or ice off your windshield scrape your headlights too. **Keeping headlights clean and clear will maximize visibility.**

Headlights on during adverse daytime weather can really make a difference in seeing *and* being seen on the road. We’ve

all experienced the gray car on a gray day with headlights off that we can hardly see!

Most state laws do not require headlight use during the day unless poor weather decreases visibility. (DMV.org). However, **using your headlights during the day — regardless of weather — can improve visibility and safety.** As of April 7, 2015 Massachusetts became one of 18 states to make it illegal to have your windshield wipers on but headlights off.

Headlights should be turned on 1/2 hour before sunrise and 1/2 hour before sunset. Doing so also turns on taillights reducing the chance of rear end collisions. Keep your lights on and be safe!

Article courtesy of the Tewksbury,
Massachusetts NALC Branch 25
WAKE UP! published in December 2018.

From the Editor: **Social Media**

by Tanya Manchester,
NALC Branch 51 Editor

I have printed the social media policy periodically in several of *The Courier* issues, however, it still appears to be a problem among Carriers in the Postal Service.

Social Media accounts are very common these days and they can be absolutely amazing if used the right way. People of all ages are utilizing these websites for various reasons. I have used Facebook personally to promote our annual Food Drive. You are allowed to have a personal life and that includes the use of social media sites like Facebook, Twitter, and Instagram to name a few.

I myself use Facebook. I use it to keep in touch with family members, fellow active and retired carriers, I follow the NALC Facebook page, several local and national news stations and I share funny pictures of cats.

What I do not use Facebook for is to formally complain about my job, I do not use Facebook to complain about management, and I do not use Facebook to show everyone that I called out of work but then went to a Red Sox game.

These sorts of things will only get you in trouble.

If you have to ask yourself, "Should I share this on social media?" Then you probably shouldn't. Think about your jobs for more than a minute...

I take pride in everything that I do and that includes my job. I'm a firm believer in that if you are going to do something then you do it the right way.

I know that I need my job. My job allows me to pay a mortgage, drive a new car, go on vacations in the summer. I have health care, I will have a pension when I retire, I will have my TSP when I retire, I get paid sick leave and as of right now 3 weeks of paid vacation leave. Most importantly I am represented by a union that secures those benefits every single year.

Now imagine losing all of that because you wanted to personally attack the Postal Service via social media.

This job *can* be frustrating at times. Any Carrier will agree. Between the weather, the long hours, the work load, and management. There are days any Carrier will love this job and there are days where they will hate it.

Luckily for you, we are represented by a very well organized union branch that cares about their members. If you have a problem with management social media is NOT the place to take that problem. If you are sick and you call out of work its best you stay off social media because people are watching. Talk to your stewards with problems you may have.

There is also the Employee Assistance Program (EAP) which is a resource for postal employees and their family members designed to help them with on the job, personal, or family problems. It is free and voluntary. Professionally staffed and available 24 hours a day, 365 days a year and their number is 1-800-EAP-4YOU.

Article courtesy of *The Courier* published in February 2019
by Fall River, Massachusetts, NALC Branch 51

THE NALC VETERANS GROUP

by Tom Cleer, NALC Branch 3520 President

The NALC Veterans Group is more than 10,000 members strong. When it was launched in 2015, the group's primary goal was to provide meaningful recognition for members and their military service, and to express the union's sincere gratitude. To join the group, you must be an NALC member in good standing, active or retired who also is a military veteran. Once you've joined the group, you'll be sent a gold Veterans Group lapel pin, along with a letter of thanks from NALC President Fredric Rolando on behalf of the union. Over the past few years, The Postal Record has carried articles from NALC's Retirement, Workers' Compensation, Contract Administration, Legislative/Political and Community Services departments that have focused on veterans' rights and benefits. If you are a veteran and wish to join the group, you can request that a sign-up card be sent to you by calling 202-662-2489 or online at www.nalc.org. I encourage all Branch 3520 members who are veterans to check out the Veterans Group.



This is an excerpt from an article courtesy of the Annandale, Virginia NALC Branch 3520 *NOVA CARRIER* published in January 2019



from the editor-guy

The *NALC Editor Resource Book* is Volume II of Fred Acedo cartoons. It presents almost 1100 of Fred Acedo's cartoons published in our newsletter from 2003 - 2016. This book builds on the almost 500 cartoons in the original **Out tHeRe** book which featured his work from 1993 through 2002. *Welcome to Volume II!*

You may have questions about how this book can be used or whether or not it will be a good investment. You can call me at the phone number listed below. You can write to me, or you can e-mail me at BRZIII@AOLCOM. I would be glad to answer your questions or give you an idea of how this product can be a creative tool for your current or future NALC editor in presenting information to NALC members. *(Please follow this trail ***)*

This book is an excellent book of clip art designed specifically for, by and about NALC members and our world. (Yes. I am biased. I believe that this **IS** an excellent book of clip art! I hope that you agree...)

Additionally, an index is provided that links ALL of the cartoons in both the original **Out tHeRe** and in Volume II to assist editors in searching out cartoons by topic (e.g. dogs, injuries, supervisors, etc.).

BASIL ZUNIGA

••••• Please send me one or more *NALC Editor Resource Books!* I want Fred's cartoons! •••••

• Base cost is **\$30** but you can donate more. (Cost covers wear & tear, paper, toner, etc.) •

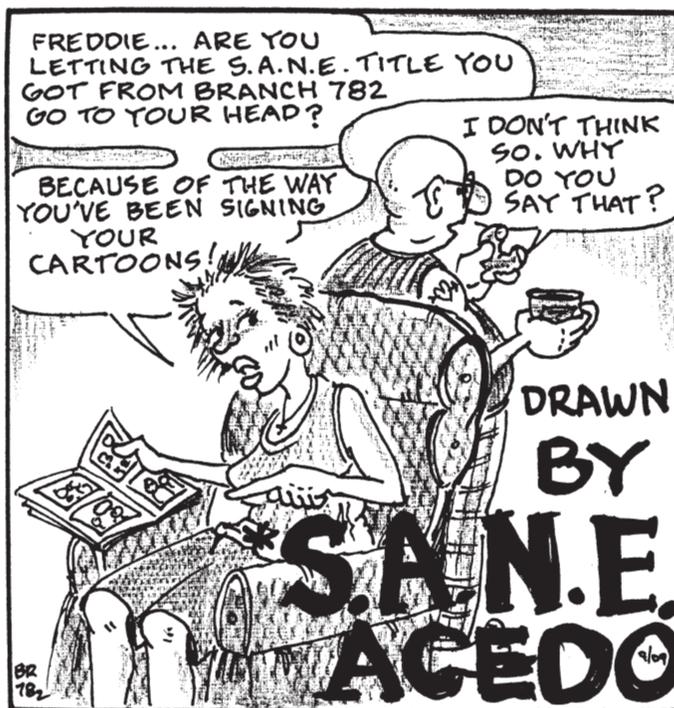
••••• **SPECIAL OFFER:** I will include a copy of **Out tHeRe** with this order. *500 more cartoons!* •••••

• *When you order, please indicate if you are an NALC Editor!* •

• Please make check payable to Basil Zuniga, Branch 782 Editor-guy •

• Please include \$7.90 for USPS Priority Mail postage. •

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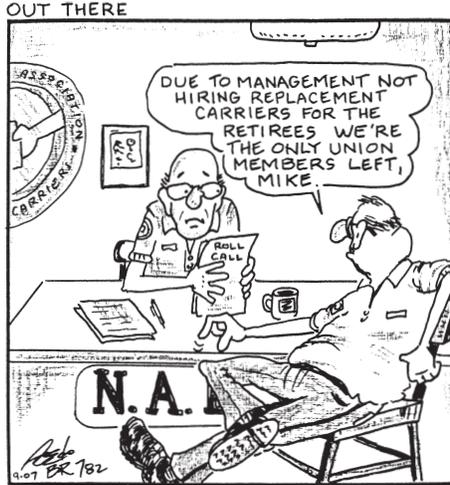


Curious about what you might be getting? Check out the sample featured on the following page.

This is a sample. You are looking at page 74 in the *NALC Editor Resource Book*. There are 176 pages in this book that explore glimpses into our lives as Letter Carriers from January 2003 to July 2016...



Originally published April 2009



Originally published April 2009



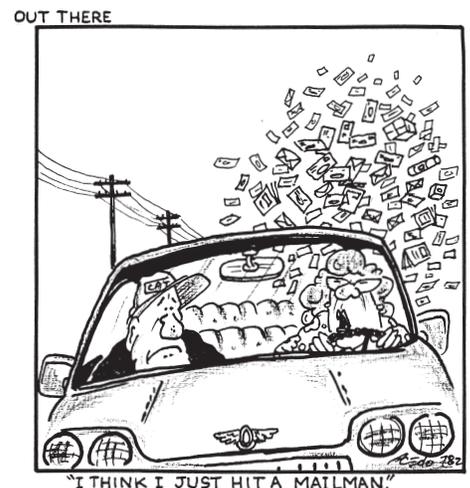
Originally published May 2009



Originally published May 2009



Originally published May 2009



Originally published May 2009



Originally published May 2009



Originally published May 2009



Originally published May 2009

from the editor-guy

I have recently been struggling with a number of thoughts and emotions. It is my hope that I can cobble together a somewhat coherent message for anyone who makes the time to read what I write.

Please forgive me if I ramble...

While I try to be diligent about featuring stories about Branch 782 members who retire, I have done a lousy job. I am **SO** sorry! Will I do better? I hope so.

It is jarring to realize just how “out of the loop” I’ve become. This was driven home by a recent conversation with a Carrier. She shared that when a friend of hers retired there was nothing in our newsletter to honor her. It had made her sad. She also went on to tell me about two other folks who had recently retired.

I never knew. And, *THAT* makes me sad.

Belatedly, I offer my congratulations to Gary Hemingway (4/20/81), Joe Lavoie (5/1/82), and Sharold McBride (6/21/86). *Although I know that whether or not I knew about your great accomplishment, YOU know that you are retired. I hope that you are getting better at it!!*

After my eye-opening conversation with the Carrier, I was sensitized to the fact that I was apparently clueless about people who had “left” in the last three plus years since I retired.

I have a Bakersfield Post Office Letter Carrier seniority list that I refer to when I am looking for info. It was published on September 9, 2015. I did a comparison with a more current Bakersfield seniority list published in December 2018.

Wow...

In cities where there are multiple delivery units, new hires may be sent to different locations to work. There is an ebb and flow to the hiring process. This is evident if you take a look at a seniority list. There may be a group of names which are all grouped around the same period.

More importantly, each Carrier has a “sense” of where they are on the seniority pecking order. If five people were hired on the same day, the order in which they are listed is based on their score on “The Test”. You tend to know who is above you and below you on the list because it gives you a context on how likely you are to win a bid to a new assignment or

if you have a chance at getting that annual leave spot that you really want.

Through the years, there are changes. Names come off the list. There are seven basic reasons: people quit, some folks are terminated, die, transfer, go into management, change Crafts, or — hopefully — they retire. (There is an eighth reason. Due to marriage, a surname may change; but, the person is still listed in the same place.) In time, your position on the list changes.

With me so far? I hope so.

We are all passing through... *I know this.* However, I want to tell you that I was surprised when I saw how much the older list had been culled for any of the seven reasons I listed earlier.

To give you a proper perspective, here are names that are no longer on the most current 933 seniority list I was able to find:

Edgar Mota (7/9/1984), Nancy McMaster (8/3/1985), Rosemary Arauza (10/26/1985), Diana Herrera (10/26/1985), Janice Montijo (3/1/1986), Alvin Sikes (3/15/1986), Feliza Letourneau (6/7/1986), Sylvia Long (8/2/1986), Debra Williams (10/25/1986), Teresa Pena (12/20/1986), Paul Skinner (1/17/1987), Connie Crimmins (2/28/1987), Leo Nusser (3/14/1987), Dana Morris (3/14/1987), Jose Gutierrez (11/12/1994), Katherine Hunter (6/10/1995), Paul Rodriquez (4/11/1998), Brent Garrett (1/29/2000), Bernadine Maestas (1/27/2001), Patricia Saeland, (6/16/2002), Shurie Amick (9/7/2002), Alejandro Galvan (5/31/2003), Laura Davis (6/25/2005), Lana Lewis (4/14/2007), Robin Lister (5/26/2007), Luis Campos (1/17/2009), Sharon Hancock (1/2/2010), Penilla Ramirez (9/22/2012), Sabrina Bonilla (12/27/2014), Andrew Garcia (12/27/2014) and Whitney Moreci (7/25/2015). (I stopped after 2015)

I personally want to ensure that I take the time to acknowledge that the people that I’ve noted used to be “here”. And, I’m not doing this for them. I’m doing this for me as an apology to **YOU** for not being more aware of departures.

I also do it as a service to other folks who are no longer on the workroom floor. Our Retirees remember people they worked with. **THEY** might have been *Old-Timers* when you were just starting out! They may not remember exactly when you started your careers, but they like to still know about what is happening in their old work world. This newsletter may be their only touchstone — **especially if they have moved to other parts of California or different areas of**

the country. (We have Branch retirees in Georgia, Tennessee, Ohio, Texas, Oklahoma, Arizona, Oregon, Washington, etc.)

I am thankful that some of our members are diligent about reading the obituaries published in the *Bakersfield Californian*. (At this point, I’m not one who does this.) I will get phone calls informing me of the passing of a former Letter Carrier and I try to incorporate that into the newsletter. I’ve been contacted by some who have moved away and they thank me for letting them know something they were unaware of.

Just as importantly, members of NALC Branch 782 work in sixteen different installations. Each has its own seniority list. With this in mind, I have been fortunate to be informed by an AO Shop Steward when Letter Carriers from a city other than Bakersfield retire. I have done features on members from other places and — for me — it is **ALWAYS** fascinating to learn more about every single one of them. *Each person does, indeed, have a story!*

THEIR STORY IS OUR STORY, TOO.

Whether or not we actually work with some Letter Carrier — we still know their world. *Their world is OUR world, too!*

This is true whether “we” experience the conditions framed by the state of California where we live; deal with winters in Manchester, New Hampshire; or, the hurricanes which can be too real for Letter Carriers in Florida, Puerto Rico or Texas.

I trust you realize that each and every one of us is a member of the NATIONAL Association of Letter Carriers! Truly.

Underscoring that comment is a proven fact that the humor in Fred Acedo’s **Out there** cartoons seems to be pretty universally understood by all Letter Carriers.

“Out there”





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E.A. BAKER UNION UPDATE is published monthly by Merged Branch 782 of the National Association of Letter Carriers, AFL-CIO.

The opinions expressed in this publication are those of the writer and are not necessarily those of the publication staff or of the Officers of the Branch.

The information contained in this publication is true and complete to our best knowledge. All recommendations, on equipment and procedures are made without guarantees on the part of the authors or of the organization. Because the quality of equipment, services and methods are beyond our control, the organization and its publication authors disclaim all liability incurred in connection with use of this information.

Information in this publication may not be used for illegal purposes.

We invite all members to contribute articles for publication. Copy, if possible, should be double-spaced (but doesn't have to be) but **MUST** be signed by the contributor. E-mails are preferred...

The Editor retains the right to edit, delete, or reject the article for the good of the Branch (and even this is subject to persuasion).

In the hope that material contained herein may be of benefit to the goals of the National Association of Letter Carriers, permission is hereby granted to other NALC Branches to copy or use material and/or cartoons promulgated in this publication with our best wishes...**but remember to cite/give us some credit.**

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Shafter (93263)	Norma Hamer	(661) 619-1465
Taft (93268)	Mike Meza	(805) 625-4541
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Hillcrest Station (Alternate)	Mike Meza	(805) 625-4541
Brundage Station (93307)	John Ortega	(661) 809-8140
Dole Court (93308)	Denise Ream	(661) 304-6625
Dole Court (Alternate)	David Treto	(661) 865-8922
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Edwards AF Base (93523)	Vacant	
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Trona (93562)	Lynnel Howell	(760) 382-3030

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USPS Social Recreation Rep

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**Branch 782
Website
www.782nalc.com**

Rick Plummer, Webmaster





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2628 "F" Street
Bakersfield, California

FORWARDING SERVICE REQUESTED

"Out tHeRe"



Each and EVERY month, Branch 782 sponsors a drawing at the General Meeting to encourage *YOU* to come to our monthly Meeting*

Last month, Artemio Pabros could have won \$500!
YOU could win \$500 this month!!!

*THE FINE PRINT: To win the money *YOU* have to be present when *YOUR* name is drawn...

13th Annual Battle of the Stations February 17, 2019



Results and more pix next month...

More info. More pix. More Schtuff!!! Print version had 16 pages and this web version has 28 pages.