

National Association of Letter Carriers

Branch 782

E.A. Baker Union Update



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CALIFORNIA CITY
McFARLAND
TAFT

AVENAL
DELANO
MOJAVE
TEHACHAPI

BAKERSFIELD
EDWARDS AFB
RIDGECREST
TRONA

BORON
LAMONT
SHAFTER
WASCO

CHARTERED FEBRUARY 25, 1901

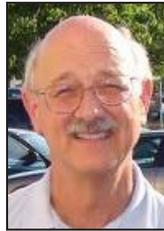


NUMBER 4

APRIL 2015

at the

Mike:



Let me begin this month
with some comments by
Tri-Valley NALC Branch
2902 President Frank
Salazar. They were
originally printed in the
Branch 2902 March-April
2015 Mail Bag News.

Delivery Management System (DMS)

Management has a new toy and it's called DMS. What is DMS? It's a new tracking system, supposedly developed by marketing to let customers know when they can expect delivery. I will try to give a very brief summation here, although in our last general membership meeting I gave a more detailed description of the program.

DMS is basically a tracking program that follows *YOU* along your route *from scan to scan*.

Picture a color map of your route with an LLV icon to designate your vehicle and its location based on the last scan made on your route. There are a variety of icons, but I will just name a few.

There is an icon of a mailbox to indicate an MSP scan; there is an icon of a priority box to indicate an 'acceptable delivery event scan'; there is an alarm clock icon that records a 'stop the clock' on a non-delivery scan (notice left); and, there are black dots indicating where you are **PROJECTED** to make a parcel delivery.

There are also a variety of colored dots at the bottom of the screen to indicate how fast you are going...

RED indicates that you are running late. **YELLOW** indicates that you are going to soon be running late. **GREEN** indicates that you are on time, and **BLUE** indicates that you are running ahead of schedule.

Continued on next page...

The program also lists all the parcels you have for the day. Every parcel that was scanned in the morning for your route has an 'arrival at unit' scan (AAU). The program lists all such parcels in delivery order on the side of the page.

Just by looking, you can tell when the parcel was scanned delivered or noticed left. You can click on the line and the PTS (Parcel Tracking System) gives you the information on the parcel such as name, address, weight, etc.

The DMS program is based on the DOIS program, your most current PS Form 3999, and a couple of other programs. It re-calculates when you are expected/projected to complete your route based on the time of your last scan (DMS) in conjunction with your location on the route (based on the 3999), on the time you left the office (based on MSP scan report) and on your volume and amount of parcels (based on the DOIS report).

[Read this one more time to make sure that you understood what you read. It is IMPORTANT that YOU do understand what this means!]

When I first viewed this program, it's obvious to see if a Carrier missed a parcel or an MSP scan; if he/she deviated; or delivered something out of order.

One thing I saw and was told: Some Carriers were scanning parcels as 'delivered' when they were loading their vehicle. They did this so they wouldn't forget later.

Unfortunately, if you are a customer tracking an item, and you see that your parcel has been scanned as delivered at 8:30 a.m.—and you haven't seen the Letter Carrier—it's a problem!

DO NOT scan until you get to the delivery point!
Many customers are tracking their items religiously.

But, there is much more analysis that could be done. The program does not tell the whole history. Management must still ask you questions, especially if they want to discipline you. Some 3999's are out of date, and the same Carrier may not be serving the route. You may have had permission to deviate. You got swing help, etc.

The program also allows management to get a satellite view of your LLV on the route, but it does not allow them to magnify all the way down.

Just know that if you come to work every day and do what you are supposed to do, you are not going to have a problem.

Management already has the ability to track you via MSP scans. And, since the advent of the new scanners, Management has a program called RIMS. RIMS, I believe, can track your every move — in real time — out on the route through the GPS program embedded in your scanner.

So, just be aware that Management is going to be 'out on the street' more often (via computers) observing and pushing you to meet their DOIS 'projections.'"

***Could
YOU
Really
Win
\$500?***

Each and EVERY month, Branch 782 sponsors a drawing to encourage ***YOU*** to come to our Meeting*. There was no winner in March...

AND THE POINT IS?

YOU really do have a chance to win ***\$500*** on April 28!! ! Be there!

*The fine print: TO WIN THE MONEY ***YOU*** HAVE TO BE PRESENT WHEN ***YOUR*** NAME IS DRAWN!

Johnny on the Spot



This month let me share some good advice by Gary Gaca, a fellow Vice-President from Youngstown, Ohio NALC Branch 385.

“We all remember the phrase ‘fuzzy math’ that was made famous by former President George W. Bush to describe numbers that just don’t add up. Perhaps he learned this terminology from the Postal Service.

Almost every Carrier out there is told on a daily basis that they have under time on their route and that they need to PIVOT. This is despite the fact that our routes were adjusted during J-RAP, I-RAP, MIARAP, and some others were adjusted through negotiated settlements and full route inspections.

I started to think about all of the other duties and functions that have been added to our jobs over the years that all take time to perform, but we were never given any extra time to do.

Just off of the top of my head, here are some of the things that I came up with: Scanning MSP’s, scanning parcels, scanning accountable, scanning collection boxes, scanning parcel pick up sheets and each parcel that we pick up, maintaining hold mail at our cases, time keeping for street time on other routes, separating collection mail (letters, flats, metered), 3M case (mis-sorted, mis-sequenced, mis-sent), pairing up cell phones with scanners (sometimes dozens of attempts before it works), typing in names on our scanners for express and signature confirmations, inputting where a parcel was left upon delivery,

and now scanning PS Form 3849 when notifying a customer of an attempted delivery. These are just a few of the things that I thought of, I am sure that there are many more.

Volume has also increased over the last several years and has remained steady.

My point is, that we are held responsible for each of these duties and they all take time to do. Has your supervisor ever came up to you and said “I am adding another function to your job, we are going to give you a route cut”?

Probably not.

Where did all of the time go to perform these functions? The math does not add up. If on any given day you are given a pivot and you can complete it in 8 hours, by all means you should do it. Our contract says that we will provide a fair day’s work for a fair day’s pay, and if a pivot is needed on a given day to get your route up to 8 hours then so be it, but nobody knows your route better than you.

If you feel that you have been given a pivot on a day that you should not have been, or too much of a pivot, you should first verbally inform your supervisor that you cannot complete the pivot and your route in 8 hours. If you are still given the same assignment, you should fill out a PS Form 3996 for the amount of overtime that you feel it will take you to complete the assignment. If that 3996 is disapproved by management, you should call in to the office when you are aware that you will not make it back to the office in time for directions from management.

If you are not on the overtime desired list, a grievance should be filed if there were sufficient overtime desired list Carriers to perform that assignment.

The bottom line is that your route does not get shorter because you need an 8 hour day, because your starting times have been moved back and the last dispatch truck has not, or because your supervisor’s request to bring in Carriers on their non-scheduled day off

was denied and you have several routes to split up.

Know your rights! The Contract is on your side.”

This is very good advice! Additionally, it leads right into my role in implementing the City Delivery Route Alternative Adjustment Process (CDRAAP) as your NALC representative.

I will be working in the following units to ensure that you are given the best possible analysis of the data which you have generated on a daily basis given changing volumes and daily circumstances: 93305, 93307, 93311 and 93555.

To date, I have to share with you that — based on numbers in Workhour Workload Reports and other data sources — we have been successful in sustaining our position that the available work justifies the creation of more routes. This is especially true now with the increased number of parcels that we deal with...and with the plans the USPS has to seek an even greater market share of parcels.

This is great news after seeing so many problems come out of the slash and burn approach which was taken in the past.

CDRAAP looks at your actual street time history much like the 6 day count. Like that, data is reviewed from weeks chosen randomly together with an 8th week chosen by the District Lead Team.

Branch 782 member Judy Roberson retired effective April 1. I didn’t know anything about it. *Nobody did!* She had asked the East Brundage station manager to say nothing about it. She just walked out the door one day and didn’t come back. I wish her the best in what might be a long and healthy retirement!!!!

I **REALLY** had a great time at the Branch 782 Retiree Dinner! It was really fun! I heard so many stories that had my head spinning. It **REALLY** was a completely different Post Office back then!! I wish more of you had been there to listen, too!

JOHN ORTEGA
NALC Branch 782 Vice-President

Workers Memorial Day



**Manuel L.
Peralta Jr.**

“No one should have to sacrifice their life for their livelihood, because a nation built on the dignity of work must provide safe working conditions for its people.” —Secretary of Labor Thomas E. Perez

On Dec. 29, 1970, Congress enacted the Occupational Safety and Health Act of 1970. The text of the law begins with:

An Act: To assure safe and healthful working conditions for working men and women; by authorizing enforcement of the standards developed under the Act; by assisting and encouraging the States in their efforts to assure safe and healthful working conditions; by providing for research,

information, education, and training in the field of occupational safety and health; and for other purposes.

Article 34 of the Act established that the new law would take effect 120 days after the date of its enactment, making it effective April 28, 1971. Years later, April 28 was selected as Workers Memorial Day.

I have been in Washington, DC, since December 2010. The following list represents NALC members who have died from injuries (or consequential injuries) suffered in the line of duty. Take a moment to remember each of them on Workers Memorial Day.

- Dec. 6, 2010: Bruce Parton of Miami, FL
Shooting victim
- March 4, 2011: Nancy Schafer of Dundee, MI
Porch collapsed on her after delivery
- Feb. 29, 2012: Anthony Dunn of Los Angeles, CA
Park point accident
- March 4, 2012: Dianna Johnson of Escondido, CA
Dog attack
- July 24, 2012: John Watzlawick of Independence, MO
Heat exposure
- Oct. 17, 2012: Robert Rochester of Wilmington, DE
Dog attack
- Jan. 2, 2013: Ken Carrano of Brick, NJ
Eye struck by tree branch
- Jan. 20, 2013: Lawrence Pierce of Wichita, KS
Falling accident

- March 7, 2013: Juan Carlos Riestra of Port St. Lucie, FL
Vehicle accident

We all mourn the loss of our fallen brothers and sisters. What can we all do to stop adding names to this list? Find out how you can get involved in making your workplace safer for all.

Article 14 of the National Agreement begins with the words:

It is the responsibility of management to provide safe working conditions in all present and future installations and to develop a safe working force...

Keep an eye on your work environment and report all hazards. If management fails to correct the hazards we report, see your steward and, if necessary, process a grievance to enforce the contract.

In closing, I wish to take a moment to send out a special thank-you to Bakersfield, CA Branch 782 cartoonist Fred Acedo. Fred has been contributing his artwork to the *E.A. Baker Union Update* since 1993. In preparing this month's column, I reached out to Fred and asked if he could draw an appropriate piece of artwork for the occasion of Workers Memorial Day. Thank you, Fred.

OUT THERE



N.A.L.C. BR. 782 - BAKERSFIELD, CA.

This article originally appeared on page 30 of the April 2015 NALC *Postal Record* (our national publication). We were honored by the fact that “Manny” Peralta—our former Region 1 National Business Agent and a special friend of NALC Branch 782—honored Fred Acedo and Branch 782 with the inclusion of this cartoon with his message for all NALC members.

**SPEAK
OUT
for
SAFE
JOBS**
PROTECT WORKERS NOW!
AFL-CIO

Every year on April 28, the unions of the AFL-CIO observe Workers Memorial Day to remember those who have suffered and died on the job and to renew our efforts for safe workplaces. This year the struggle continues to create good jobs in this country that are safe and healthy and pay fair wages and to ensure the freedom of workers to form unions and, through their unions, to speak out and bargain for respect and a better future. It's time for our country to fulfill the promise of safe jobs for all.

Four decades ago, Congress passed the Occupational Safety and Health Act, promising every worker the right to a safe job. Unions and our allies have fought hard to make that promise a reality—winning protections that have made jobs safer, saved hundreds of thousands of lives and prevented millions of workplace injuries and illnesses.

But our work is not done. Many job hazards are unregulated and uncontrolled. Some employers cut corners and violate the law, putting workers in serious danger and costing lives. Workers who report job hazards or job injuries are fired or disciplined. Employers contract out dangerous work to

try to avoid responsibility. As a result, each year thousands of workers are killed and millions more injured or diseased because of their jobs.

The Obama administration has strengthened safety and health protections through tougher enforcement and expanded workers' rights. New safeguards on silica and other workplace hazards have been proposed and are close to being finalized. But this progress is threatened by business groups and the Republicans who now control Congress. They are trying to stop these protections and shut down all future regulations.

We cannot let them succeed – workers' lives are at stake.

The Ludlow Massacre Still Matters

By Ben Mauk

On April 20, 1914, members of the Colorado National Guard opened fire on a group of armed coal miners and set fire to a makeshift settlement in Ludlow, Colorado, where more than a thousand striking workers and their families were camped out.

Today, the Ludlow Massacre, which Caleb Crain wrote about in *The New Yorker* in 2009, remains one of the bloodiest episodes in the history of American industrial enterprise: at least sixty-six men, women, and children were killed in the attack and the days of rioting that followed, according to most historical accounts.

Although it is less well-remembered today than other dark episodes in American labor history, such as the Triangle Shirtwaist Factory fire that claimed a hundred and forty-six lives, the Ludlow Massacre—which Wallace Stegner once called “one of the bleakest and blackest episodes of American labor history”—changed

the nation's attitude toward labor and capital for the next several decades. Its memory continues to reverberate in contemporary political discourse.

In the summer of 1913, United Mine Workers began to organize the eleven thousand coal miners employed by the Rockefeller-owned Colorado Fuel & Iron Company. Most of the workers were first-generation immigrants from Italy, Greece, and Serbia. Ironically, many had been hired, a decade prior, to replace workers who had gone on strike.

In August, the union extended invitations to company representatives to meet about their grievances—including low pay, long and unregulated hours, and management practices they felt were corrupt—but they were rebuffed. A month later, eight thousand Colorado mine workers went on strike. Among their demands were a ten-per-cent pay raise, the enforcement of an eight-hour working day, and the right to live and trade outside the company-owned town. Many of the rights they sought were required by Colorado law but remained unenforced.

After getting evicted from their company-owned homes, the workers based their operations in makeshift tent cities surrounding the mines, the largest of which was the Ludlow camp.

**MOURN
FOR THE DEAD
FIGHT
FOR THE LIVING**

**WORKERS MEMORIAL DAY
APRIL 28 • AFL-CIO**

On April 20th, a day after Orthodox Easter, four militiamen brandished a machine gun at some of the striking miners. At some point, shots were fired—the accounts are predictably inconsistent as to who fired first—and a day-long gunfight ensued.

That evening, the National Guardsmen set fire to the Ludlow colony. Thirteen residents who tried to flee were shot and killed as the camp burned to the ground, and many more burned to death. Discovered among the ruins the following morning was a women's infirmary, where four women and eleven children had sought to escape the fighting.

To many Americans, the massacre exposed the consequences of unchecked corporate might, and it roused the conscience of a country that had previously demonstrated impassive ambivalence toward organized labor.

This is an abridged version of an article which originally appeared in the April 18, 2014 *New Yorker Magazine*.

Minutes of the March 2015 General Meeting

The regular meeting of Branch 782 was called to order by President, Mike Towery at 7:00 p.m. on the 24th day of March, 2015 at the branch office, Bakersfield. The flag salute was led by Sgt. at Arms, Jerry Patterson. All members of the Executive Board were present, except Trustee, Teresa Ortega. The stewards were present from Avenal, Brundage, Camino Media, Delano, East Bakersfield, Hillcrest, McFarland, Oildale, Shafter, South, Stockdale and Taft. Also present was Newsletter Editor, Basil Zuniga; S.A.N.E., Fred Acedo; Webmaster, Rick Plummer; Photographer, Anita Holderman; Asst. Treasurer, Debbie Guillet; OWCP Rep., Rick Gerdes and Frank Martinez of the Social and Recreation Committee. The minutes of the February 24, 2015 were read and accepted with no additions or corrections.

APPLICATION FOR MEMBERSHIP: Applications were received from Denise Ream, Joseph Geruk, Robert Romero and Carrie Kephart

REPORTS OF STANDING AND SPECIAL COMMITTEES: Basil Zuniga reported that there was a poor showing from Downtown Station, but we got the newsletter done. He thanked Molly for doing the cooking. Next month will be South Stations turn. He encouraged everyone to look at the web version of the newsletter. There are a lot more photos from the "Old Timers" coffee. Frank Martinez reported that there will be a Bowling Tournament on April 12th at Southwest Lanes. Molly Biggar reported that two books were sold this month. There are 1198 books remaining. Debbie Guillet suggested that the books be taken to each office to give those who do not attend the meeting a chance to buy one. Lois Miller reported that she is getting calls for the Retiree Dinner. Mike Towery reported that everyone should be getting a mailing from the Mutual Benefit Association.

UNFINISHED BUSINESS: Basil Zuniga reported that about 30 people attended the Old Timers get together. It was great to watch the retirees talking and exchanging stories. He thanked Anita Holderman for all the photos.

GOOD OF THE ASSOCIATION: Mike Towery reported that all the Food Drive cards have arrived. A total of \$701.50 has been collected to pay for the cards. Darryl Holderman shared that Basil offered to match whatever was collected from South Station. Everyone in the office gave something, and Basil

matched that amount. Mike reported that the District Manager invited 3 branch presidents to attend a meeting regarding management using the new scanners to text the carriers. During the meeting management pulled up 3 routes and then contacted the carriers on two of the routes to ask why they had deviated from their route. Norma Hamer and Shari Sharp gave a report on the Food Drive. The T-shirts will be green this year. There has been NO participation in the food drive from local management. The food from Bakersfield will be donated to the Gleaners this year.

IMPROVEMENT OF THE ASSOCIATION: Basil gave a presentation on safety using some of Fred Acedo's cartoons. Mike reported that he has filed a grievance regarding management's failure to promote 3 CCA's. Management violated the memo regarding CCA promotion. Management will not agree to settle the grievance, so it will go through the grievance procedure.

FINANCIAL SECRETARY'S REPORT: Anita Holderman reported that the income for April is \$18,209.86

TREASURER'S REPORT: Molly Biggar reported for February 2015:

Beginning Balance	\$61,871.98
Dues & Income	\$12,561.26
Interest Income	\$0.00
Total Balance	\$74,433.24
Expenses	\$ 6,805.88
Ending Balance	\$67,627.36

OUT THERE



Mike Towery wished Dicie Wilder a Happy Birthday!!

There were 39 members present.

The Food Drive Card 50/50 Drawing was won by Norma Hamer who donated her winnings to the Food Drive cards.

The meeting adjourned at 7:43 p.m.

The General Meeting Drawing for \$5000.00 would have been won by Ernie Guterrez, if he had been present.

KIM GERDES
NALC Branch 782 Recording Secretary

Non-Member List March 2015*

Downtown Station

S. Kirby
J. Cruz
D. Zuniga

South Station

100% UNION!!!

Brundage/E. Bakersfield

D. Kinglee

Hillcrest

100% UNION!!!

Dole Court

D. Morris
S. Hancock

Stockdale

J. Oh
M. Martinez

Camino Media

C. Rodriguez

Arvin

100% UNION!!!

Avenal

J.A. McColloch

California City

S. T. Ivory

Delano

L.A. Campos
C.V. Quebral
D. Barreto

Lamont

100% UNION!!!

Ridgecrest

S. P. Pierce
G.D. Weaver

Shafter

M. D. Voights
L. M. New

Taft

A. Veach
B. M. Krier
K. J. Hughes

Tehachapi

B.C. DenBeemen
C.E. Rosales

Trona

100% UNION!!!

Wasco

100% UNION!!!

*CCA names are
in italics.



Too many take for granted the many protections that we have in the workplace. Believe IT or not, UNION people really did die to get them for us!!!

The Biggar Picture

Question: I'm a CCA *and* a Branch 782 member. I'd like a uniform. Can you help me out???

Answer: YES, We can!!!

There **ARE** more long uniform pants!
BRAND New pants? Yes, Brand New!!!
Flying Cross 34" X 30" - - 2 pair and
also 35" X 31" - - 3 pair (or vise versa...)

MOLLY BIGGAR
NALC Branch 782 Treasurer
(661) 832-0393



THE VOICE



OF THE GOLDEN GATE LETTER CARRIERS

BRANCH #214

NATIONAL ASSOCIATION OF LETTER CARRIERS, AFL-CIO

March/April 2015

Award-winning newspaper

Vol. XLV No. 2

How to make an 8-hour route Route adjustments explained *How your route should actually be*

By Tony Gallardo, NALC Member, District Lead Team

On October 1, 2014, the Postal Service and the NALC signed an agreement creating a new route adjustment process and a new acronym, The City Delivery Route Alternative Adjustment Process–2014-2015 known as **CDRAAP**. Much of what is incorporated in this memorandum, also known as **M-01846**, is brought in unchanged from other previous route evaluation and adjustment agreements at the national level. Some of the procedure is new to the joint process, but familiar to those of us who have adjusted routes using chapter 2 of the M-39 over the years.

Joint union/management adjustments protect carriers and prevent faulty adjustments.

I am aware that a lot of you will not know what many of the terms in this article mean. For example: The M-39 is the supervisor's handbook; Chapter 2 of the M-39 describes the route adjustment process that management has used for many decades; and Section 271g of the M-39 establishes a letter carrier's right to a special route inspection if the route generates at least 30 minutes of overtime or auxiliary assistance for 6 consecutive weeks (not counting December).

This article is meant to be news, and not a manual for evaluating and adjusting routes in the new process. All shop stewards, alternate stewards, Local Office Contacts, and other union members who are or will be directly involved in the **CDRAAP** are urged to read and become familiar with Memorandum **M-01846**.

Something new for carriers to pay attention to

As a letter carrier, there are a couple of aspects of Memorandum **M-01846** that you should be aware of. The first is a requirement in the memorandum to post the Workhour

Workload Report for all routes in your station from the previous day. The exact wording is printed below.

On each work day during the life of this agreement, the Workhour Workload Report for all routes, for the previous day, will be posted daily in a convenient location.

This requirement is for all routes in all stations, and not just if your zone has been scheduled for evaluation and adjustment. The Workhour Workload Report shows your office and street times, including auxiliary assistance for your route, and the recorded volumes. Often, this data is wrong. By checking the Workhour Workload Report every day, you can ensure that these errors, when they occur on your route, are corrected.

What to look for

Let's say that yesterday, you delivered for 6 hours on your route, and that you gave away a 1 hour split. You should see 6 hours of street time for yourself, and, in the auxiliary assistance column for the street, you should see 1 hour for a total of 7 hours on the street for your route. But if the carrier who took the split did not clock onto your route, you would see a total street time of 6 hours instead of 7 and no auxiliary assistance would be credited to your route on that day. The record would erroneously show that you, alone, completed all of the street delivery on your route in a total of 6 hours. This error could be

(continued on page 3)

This is an excellent article which presents information that YOU should be aware of...

Gallardo (continued from page 1)

of a recurring nature if the carrier or carriers providing the auxiliary assistance consistently fail to clock onto your route.

If you did not have the Workhour Workload Report posted, or if you did not look at it on a daily basis, the result would be that your route would be adjusted based on erroneous data, since it would look an hour shorter than the actual time, in a recurring and consistent manner.

Not an overburdened route unless recorded as such

In this scenario, the carrier who is receiving auxiliary assistance on a daily basis probably has an overburdened route to begin with. But if the auxiliary assistance given is not credited to the route receiving the assistance, someone else will get the route cut, and the truly overburdened route could even end up with more deliveries added.

By checking the report daily, you can avoid permanent errors.

These errors could show up in your street time, your volume, or your office time. The CDRAAP calculates your street time in a way similar to the 6 day count in the M-39. It uses data picked from randomly chosen weeks in each of 7 months during a whole year, excluding June, July, August and December, and also looks at the 8th week chosen by the District Lead Team, which is similar to the Week of Inspection in the M-39.

What this means to you is that every day that you deliver your route, unless it is in the summer or in December has a one in four chance of being used to evaluate and adjust your route.

If there were some uncorrected errors during that week and the evaluation and adjustment team does not catch them, your route will be adjusted based on erroneous data. Checking the Workhour Workload Report helps you correct those errors before they can be used against you.

Any week has a one in four chance of being used to evaluate the route.

The reason that you should check the Workhour Workload Report even if your zone is not scheduled for a Route Adjustment is because, by mutual consent, the District Lead Team may add a zone in to the schedule at any time.

Why would we mutually agree to add a zone to the schedule in the CDRAAP?

If someone in your zone qualified for a Special Route Inspection under Section 271g of the M-39 that would indicate that at least one route in your zone was out of

adjustment. I would be looking for where to place the territory to be taken from that route, and I would want to look at the rest of the zone to see if more routes are overburdened. If my management counterpart and I

If you do not check your route, it may be adjusted on erroneous data.

agreed, the whole zone could be next up for evaluation and adjustment, and the data from the entire past year could be pulled for evaluation purposes. The M-39 gives the carrier the right to a route count within 4 weeks of the request, and an adjustment within 52 days of the last day of the count. Representing the union side of the District Lead Team, I would want to include the zone, in order to give that carrier the relief that he or she is entitled to, so I would put the zone in next up on the schedule.

(continued on page 4)

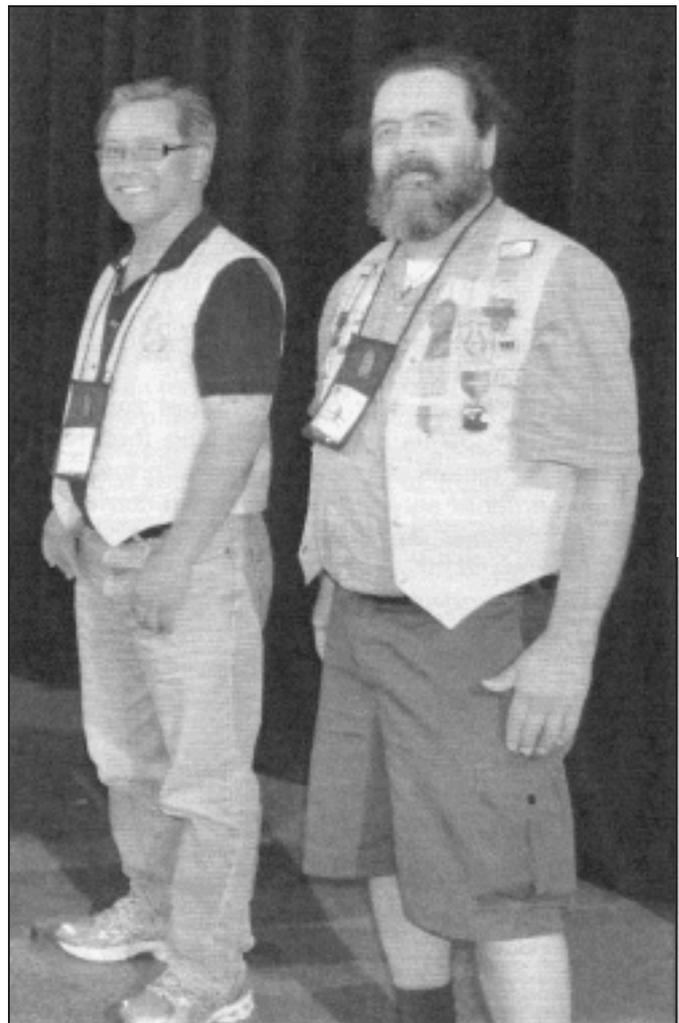


Photo by Herb Mitchell

Charles Gonzalez, left, and Tony Gallardo, NALC member, DLT.

Gallardo (continued from page 3)

See your shop steward and start protecting your route

But back to you, the carrier on a route in the zone that is being added the CDRAAP and is suddenly next up on the schedule. Had you not checked your Workhour Workload Report daily during the previous year, your route could be in jeopardy of being evaluated and adjusted using faulty data.

Please see your shop steward today. Find out how to read a Workhour Workload Report, and start protecting your route starting tomorrow.

The 3999, street time, is also important.

The second thing a letter carrier should be aware of is the 3999 process (street time). Again, this process applies in all offices whether or not your zone has been selected for route evaluations and adjustments. It ensures that when a route examiner walks with you on the street and generates a PS Form 3999, that you get a consultation on the PS Form 3999, and that you get to write your comments on an attachment to the original PS Form 3999. If you are walked and you don't get that consultation within 3 days of the day that you were walked, see your shop steward immediately.

Below is a word for word copy of the 3999 process taken directly from Memorandum M-01846.

- This process is applied to all PS Form 3999s performed after the signing of the CDRAAP 2014 - 2015 MOU.
- In both selected and non-selected zones, all PS Form 3999s conducted during the life of this agreement will be reviewed with the regular carrier or agreed to replacement carrier.
- The original, unedited PS Form 3999 will be printed and made available to the route evaluation and adjustment teams or any local office contacts assigned to perform adjustments.
- Within three business days (whenever possible) of performing a PS Form 3999, management will explain the examiner's comments and the reasons for any time recorded as non-recurring street time, as well as any editing of the original PS Form 3999, to the carrier. The carrier will have the opportunity to write his/her comments on an attachment to the original unedited copy of the PS Form 3999.
- An unedited copy of each PS Form 3999 along with examiner and carrier comments and the Audit Trail Report(s) will be provided to the appropriate adjustment team.
- Route evaluation and adjustment teams must

jointly review the PS Form 3999s as well as route examiner and carrier comments and audit trail reports before any PS Form 3999 is determined to be representative for route adjustment purposes. Route evaluation and adjustment teams will identify any errors to the PS Form 3999 and work with the route examiner to correct the PS Form 3999 before it is used for route adjustment purposes and/or make corrections on the PS Form 1840 Reverse.

- Where multiple PS Form 3999s have been conducted for a particular route, the closest PS Form 3999 to the agreed upon street time for the route will be used for adjustment purposes. New PS Form 3999s will be performed as necessary.
- If a PS Form 3999 was changed after being downloaded into DOIS for either a Carrier Optimal Routing (COR) or non-COR site, the parties will jointly review the DOIS 3999 Audit Trail Report.

Why adjust routes jointly with management?

Carriers don't like change, and route adjustments generate change. If carriers are unhappy with the changes on their routes, they tend to blame the folks that made the changes. If management adjusted the route unilaterally, then the carriers are unhappy with management. If the adjustments are done jointly, the carriers are mad at the union and management together. So, why would the union want to enter into a joint route adjustment process?

The answer is that there is no satisfactory resolution to the problem of bad route adjustments as long as management remains in total control of the process. There is a lot of data to review in determining how a route adjustment went wrong. Even if the union could get a hold of all of that data, evaluate it, and present it to an arbitrator, precious months or years of suffering by the carriers might pass in the interim. Another route adjustment, conducted in the same flawed fashion, in the same office, could make matters even worse with little relief in sight. What good does it do to simply blame management, if the problem is not fixed?

When a route evaluation and adjustment is done jointly, the union can catch a potential mistake or outright violation before it is included in the calculations. Then the faulty adjustment does not occur in the first place.

Are we able to catch each and every mistake or violation on every route every time, before it generates a route that is out of adjustment? No, but we have been able to prevent a large majority of problems, and have generally done very well, compared to the alternative, which is to let management screw the whole thing up a hundred

(continued on page 5)

Gallardo (continued from page 4)

different ways, and then try to correct it all in the grievance procedure after the fact.

Effective work of shop stewards

Branch 214 has many experienced shop stewards that, over the years, have represented letter carriers in the many joint route adjustment processes mentioned above. These union brothers and sisters did their jobs so well that, you probably did not notice anything. This is because the result in each case was that nothing went wrong with your route adjustment.

When route adjustments went wrong, and that certainly did happen, either the 60 day review or qualification for 271g of the M-39, brought the route back into the adjustment process. Sometimes the grievance procedure was needed and after some considerable delay, these routes or zones eventually got adjusted to 8 hours.

Now, with the expansion of parcel delivery, the routes are once again out of adjustment, and, just in time, the national parties have come together and produced a much improved joint evaluation and adjustment process.

**If you want to know more,
look up the documents online,
or schedule yourself for
training.**

An ongoing, continual evaluation

Unlike the previous agreements, this is an ongoing process, and will continue to occur all year round, except that no adjustments will be implemented between November 15 and January 1, and no evaluations will be based on June, July, August or December data.

Also, unlike the previous National Agreements, the evaluations will be based on 7 random weeks throughout the previous year (excluding data prior to May of 2014, and of course also excluding June, July August and December), (similar to the 1840 B time in the M-39) and a chosen 8th week, (similar to the "week of inspection" in the M-39).

Even though, for the most part you will not be filling out PS forms 1838-C, and your day of inspection, when the examiner walks with you on the street could happen at some earlier time of the year, the chosen 8th week will be one of the demonstrated times that the Route Evaluation and Adjustment Team (1 union and 1 management member) can use, to evaluate your route. It is very important that you find out when that chosen 8th week will be for your office. You will have to carry your route professionally throughout the year, because the 8th week will be compared to a random week chosen from each of 7 other months. However, the 8th week is the week you

will know for sure is being counted, and you should be extra diligent on that week to case and deliver your route professionally on that week.

As I stated in the beginning this article is meant to be informative as news, and not as a manual for evaluating and adjusting routes. Route adjustments should interest you since they profoundly affect your wages, hours and working conditions. Many union activists have been working very hard to try to protect your right to an 8 hour well-adjusted route.

All of the memoranda as well as the M-39 handbook are available on line or from your shop steward or union officer. Many related issues have not been covered by this article, in the interest of keeping the article as short as possible.

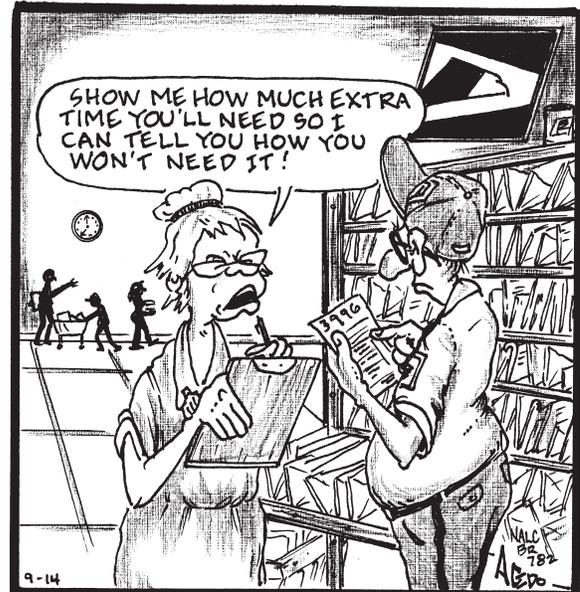
If you are interested in the Route Evaluation and Adjustment Process and want to know more, feel free to look up these memoranda, especially the most recent **M-01846**. See your shop steward, call the union office and schedule yourself for training or arrange for an after work meeting with a union officer and the other carriers in your station.

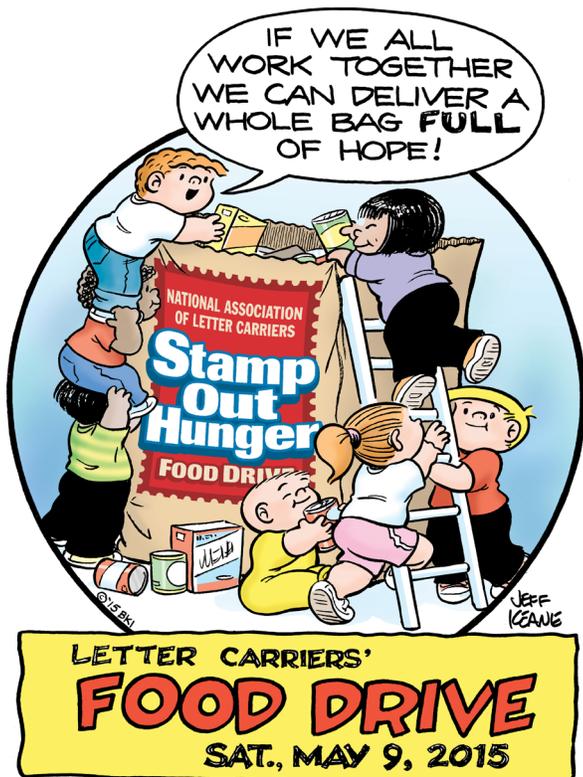
You may find, as I did more than 20 years ago, that you are interested and want to get more involved in the route adjustment process, to protect your route, and the routes of other letter carriers. In that case, the opportunity awaits you.

At the very least, I hope that this article has conveyed to you that your route will be evaluated and adjusted, if not this year, then the next, and that you have an opportunity every day that you show up for work to make sure that the data used for that adjustment is accurate.

Also keep in mind the hard work that your union has done in recent years and continues to do to this day, to ensure that your route is as close to 8 hours as possible.

OUT THERE





The “Stamp Out Hunger Food Drive” in Kern County makes a difference in the community! Together, Letter Carriers in Branch 782 have collected more than **1 million pounds of food!!!** We have helped feed thousands of hungry families throughout the county! Not only do we help feed families around us, but we also help feed the often forgotten seniors in Kern County!

CARRIERS!! LET’S COME TOGETHER THIS YEAR AND MAKE THIS THE BIGGEST STAMP OUT HUNGER FOOD DRIVE EVER!!!

Together, we can help feed thousands of families by doing our part and delivering the cards to every stop and delivering the bags to the selected areas where we Carriers will collect the food on our routes on May 9th.

If you are a Carrier on a walking route and you know you will collect a lot of food, let your Food Drive Coordinator know! We can plan ahead to arrange a volunteer or a retired Carrier to help pick up the food you have collected on your route to make it easier on you.

Retired Carriers and other volunteers are more than welcome to help at any station from 3 p.m. - 5 p.m. Please wear appropriate shoes which will protect your feet — no sandals or flip flops. If anyone has volunteers who are kids, let the Food Drive Coordinator know at that station. For safety reasons, all kids will need to be supervised by an adult at all times, and Coordinators need to be aware of children who are helping. *We do appreciate their help, but we want to make sure that they will be safe!*

T-shirts should be available on April 24. You can start wearing them on April 25. The cards will be delivered on Wednesday, May 6. The bags are to be delivered on May 7. If you have questions or need more more info, contact the Food Drive Coordinator at your unit.

Thank you to everyone who donated money to help pay for the Food Drive cards. So far, we have raised just over half of the money needed to pay back the Branch. Thanks again, Carriers, for all *YOUR* support and hard work!

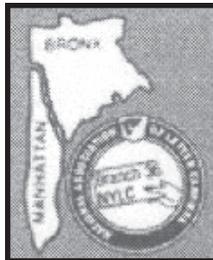
Together, Letter Carriers *CAN* help “Stamp out Hunger” on May 9, 2015!!!!

SHARI SHARP
NALC Banch 782 Food Drive Coordinator



Let's come together this year!!!

A Focus on Our Future: Hector Arias New York City, NY Hellgate Station



Hector just started his career as a CCA in the midst of their cold, snowy winter weather. He has been a CCA for three months now. He says, "I LOVE the Post Office". He was born in the Dominican Republic and raised in New York.

His prior job was for Nike in the retail department and the Post Office is his first outdoor job. The difference between carrying mail in NY to here in Bakersfield, California is that they have Relay Routes. (Basil tells me that PTF Carriers here did spot relays many years ago.)

There, Carriers walk from the station to their routes with push carts and other Carriers deliver the bundles of mail in 2 Ton vehicles to the Relay boxes to await the Carrier. Hector does both.

Another big difference: There are no LLVs in Manhattan. They are not used at all.

"NYC.gov City Planning" states there are over 8 Million people in New York. "Worldpopulationreview.com" states that there are an estimate of 1.63 Million people, all living in a area of 23 square miles in Manhattan!!

Hector says there are no houses, but apartments, brown stones, and the projects. Therefore, not too many dogs to worry about. There *are* buildings that go beyond eight floor levels! Can you imagine that? Not only would WE have blocks to walk, but we would also have STAIRS to climb?!? They do have a three-story limit

to walk up; but, if there was an elderly customer, Carriers *will* walk ALL the way up.

He hasn't counted how many miles he has to walk a day for a route but when another Carrier is behind and needs help, they call and help each other out and management LOVES that. That's the true meaning of TEAMWORK! Remember when we used to be able to do that? ...Well, I only heard "that's what it was like back in the day". Of course, if it's more than a 12-13 block radius, they can't help.

It's different here because management calculates driving by minutes and Manhattan does by it by walking blocks. (What if the Carrier helping was a slow walker?)

There are about 30-40 CCAs at Hector's station alone. I don't think ANY of our local stations have that many in a station. There are 38 routes at his station. On any given Saturday, Hector does a Relay route and starts at 8 a.m. sorting mail/parcels. He leaves to go deliver four hampers of packages to a local hospital in the 2 Ton and then returns to the station at 11 a.m. to load up for relays to go out to the street.

Since he has been a CCA, the Post Office has only

closed once due to a snow storm producing 5-6 inches.

Hector's words of advice for all the new CCAs out there is "Your job is hard if you make it hard for yourself. It all depends on you and how you want the job to be. Hang in there!"

Most of ALL the CCAs I have interviewed say it's 90% mental. LIFE is how YOU perceive it to be. If you have a crappy outlook, you will have a "crappy" life. Be blessed in knowing you have a great job that pays well is the way I see it. Hector has never had a problem with management. He comes to work on time and never asks for help.

After visiting New York City, I can't see myself delivering mail there at all! If you think your job HERE is difficult, think again! Can you with deal with the elements, the traffic, the population there? It SCARES me straight and I really appreciate what I have here in California!

I am totally humbled that as a "stranger", a Letter Carrier would take the time to talk to me and actually give me his phone number without seeing a badge or proof I was another Carrier.

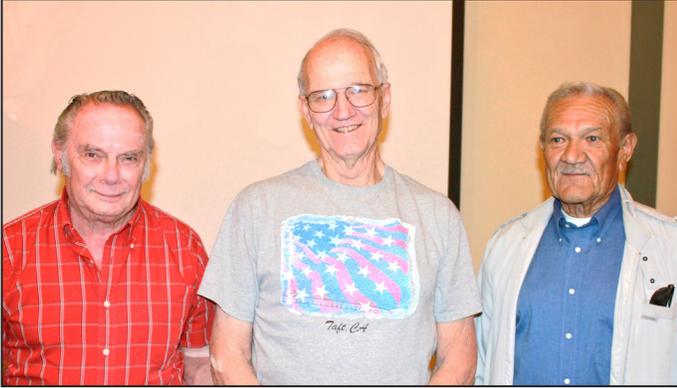
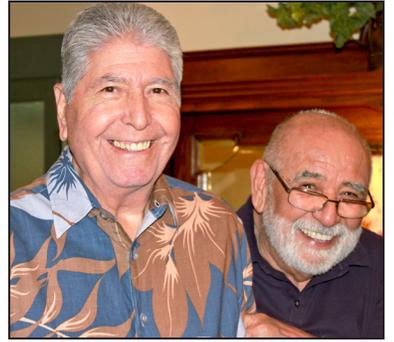
That's the kind of people I see Letter Carriers — Trustworthy!

MABEL BULLIS

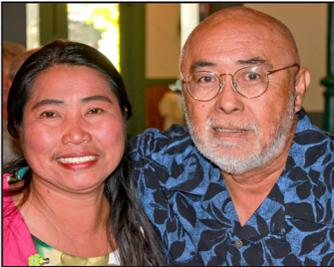
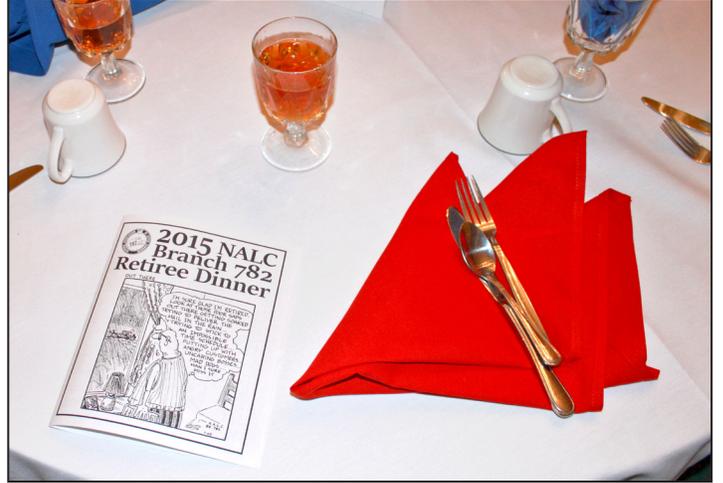




2015 NALC Branch 782 Retiree Dinner



Three Branch 782 members received their "Gold Card": Cliff Fehdrau, Jim Stigall and Jesse Avalos. We appreciate your **MORE THAN 50 YEARS** of membership in the NALC!!!



April 11, 2015

Who was there???

Jeannie Absher

Mr. & Mrs. Frank Thomasy

Mr. & Mrs. Ted Martinez

Raymond "Zeke" Lopez

Paul Alexander

Chuck Sutton

Joe & Sally Santa Cruz

Clifford & Loretta Fehdrau

Mauricio Mascarinas

Jim Stigall

Bob Mitchell

Isolde Marrogin

Delia Tutop-Ashamy

Joe Gandera

Mary Breeding

Mr. & Mrs. Paul Zabala

Jerry Patterson

Mr. & Mrs. John Ross

Mr. & Mrs. Raul Herrera

Mr. Mrs. Guadalupe Arredondo

Mr. Mrs. Chris MacLaughlin(Stephanie)

Mr. & Mrs. Ramon Herrera

Mr. Mrs. Darryl Holderman

Debbie Anderson

Forrest Clark

John Ortega

Dicie Wilder

Mr. & Mrs. Paul Hernandez

Mr. & Mrs Don Blanco

Mr. & Mrs. Jesse Avalos

Celia Herrera & Husband

Connie White

Gilbert & Diane Ochoa

Paul McCarthy

Mr. & Mrs. Fred Acedo

Mr. & Mrs. Frank Diaz

Ute Fritz & Husband

Phillip Krause

Rafaela Ochoa

Mr. & Mrs. Dan Lujan

Mr. Mrs. Monty Hall

Homer & Virginia Ruiz

Rick & Kim Gerdes

Charles Loven

Ray & Anne Franey

Rick Plummer & Guest

Mr. Mrs. Max Wiles(Debbie)

Silver Farr

Mr. & Mrs. Alex Dang

Rick Ragle

Molly Biggar

Mr. & Mrs. Basil Zuniga



Continued on next page...



The Program

5:00 - 5:30

Sign in. Meet & Greet. Find a table, claim a spot, and then walk around and see how many people you recognize!!

5:30 - 6:15

We Convene:

Frank Thomasy, Retiree
Master of Ceremonies

Flag Salute:

Jerry Patterson, Retiree
Branch 782 Sargeant-at-Arms

In Memorium:

Kim Gerdes, Retiree
NALC Branch 782 Recording Secretary
We honor members who have passed.

Welcome:

John Ortega
Vice-President, NALC Branch 782

Awards:

Anita Holderman
NALC Branch 782 Financial Secretary

6:15

First Shot at the Buffett!! Thank You, Hodel's!!!

6:15 - 7: 00

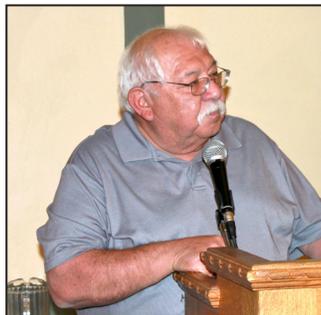
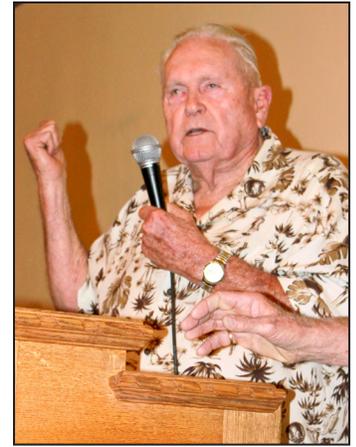
Eat! Socialize! Catch up on what others have been doing in retirement! Enjoy each other's company!

7:00ish - ????

Stories from the "Good Old Days"..
WE GOT AWAY WITH WHAT????????!?!?!

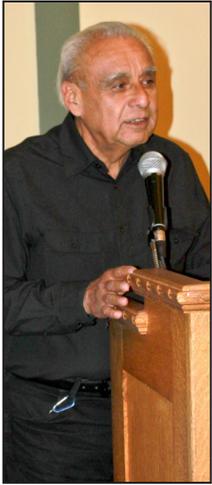
9:00 P.M.

This is when they are going to kick us out...



A special "Thank You!!!!" to Anita Holderman! Not only is she NALC Branch 782 Financial Secretary...she is also our official Branch Photographer! All of these memories were first captured by her "eye" behind the the camera...





DEPARTED RETIRED BROTHERS & SISTERS WE REMEMBERED

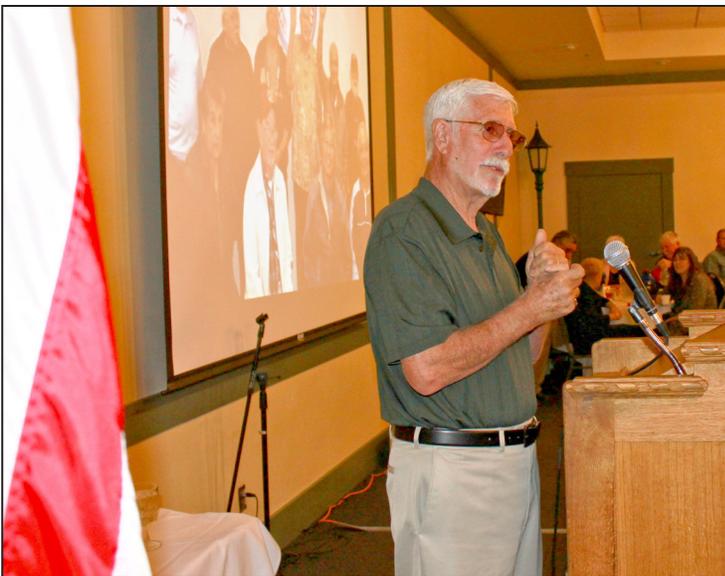
JIMMIE SALIE	2008	WALT MCCOY	2012
TONY GARCIA	2008	TONY OLIVAREZ	2012
JIM HART	2008	DAVE OSCARS	2012
CHUCK PERKINS	2008	FORREST WILLARD	2013
RAY SCROGGINS	2008	JOHN HOWLETT	2013
EMMET DOSIER	2008	SHARON CARTER	2014
ELDEN MCDANEL	2009	AMANDO "AL" CORELLA	2014
LES ARMSTRONG	2010	JOHN VANBUSKIRK	2014
LINDA EVANS	2011	KEN CALLEY	2014
ERNEST ALVARADO	2011	BILL MARCHAND	2014

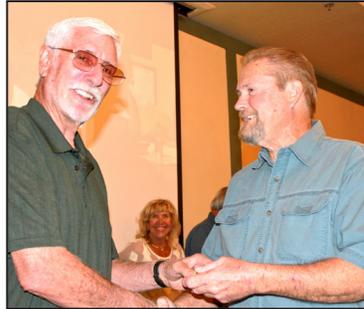
WILLIAM "LUTHER" LANE 2014



2015 NALC Branch 782 Retiree Dinner

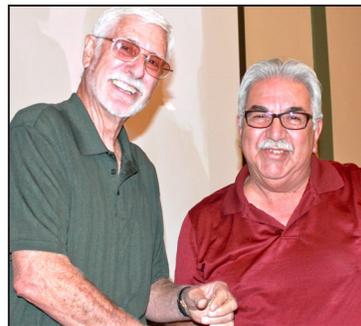
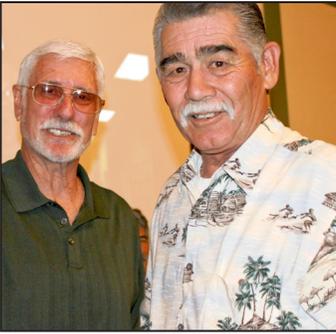
To see more pictures from the Retiree Dinner, go to the Branch 782 website...

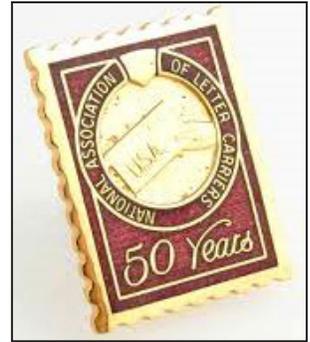
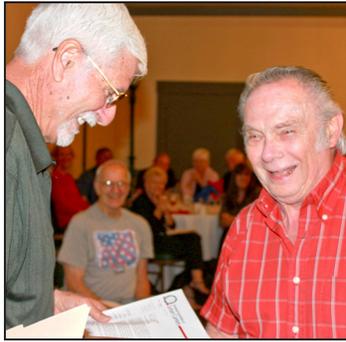
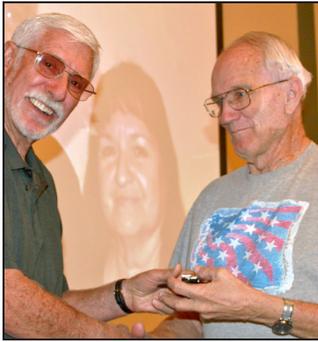




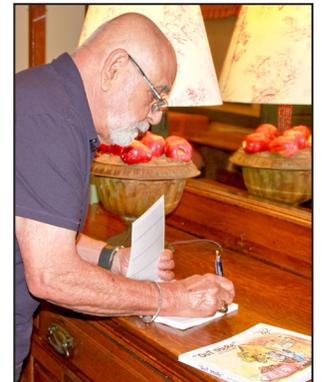
Awards were presented for 30, 35, 40, 45 and 50 years of continuous membership in Branch 782 or the NALC!!







As Master of Ceremonies Frank Thomasy made a presentation, NALC Branch 782 President John Ortega read a letter from NALC President Fredric V. Rolando thanking Jim Stigall, Clifford Fehdrau and Jesse Avalos for fifty years of continuous and unbroken membership in the National Association of Letter Carriers!



While the food was great, the chance to get together was the greatest part of this special night!



Yes, it WAS a really great night!!

2015 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
**Drug Prescription Retail	1-800-933-6252
CVS/CareMark Specialty Pharmacy	1-800-237-2767
Durable Medical Equipment	1-888-636-6252
NURSE ASSISTANT (24/7)	1-877-220-6252
CVS/CareMark Pharmacist	1-888-636-6252
Enhanced Eldercare Services (24/7)	1-877-468-1016
CIGNA PPO Dr's & Facilities	1-877-220-6252
CIGNA Organ Transplant Approval	1-800-668-9682
Quit Power (Smoking Cessation)	1-877-521-0244
CIGNA Health Rewards (Discounts)	1-800-558-9443
CIGNA Dental Discount Program	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	(661) 631-9258
Shared Services (Retirees Info!!!)	1-877-477-3273

NALC Health Benefit Plan
 20547 Waverly Court
 Ashburn, Virginia 20149

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

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

Optimum Health 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

CVS Pharmacy

Some immunizations may require your doctor call in a prescription.

Also, not all CVS pharmacies have "Minute Clinics".

** Failure to pre-certify for in-patient hospitalization will result in a \$500 reduction in benefits paid by our Plan. YOU MUST notify the Plan prior to undergoing radiology/imaging with doctor name and dates. Call: 1-877-220-6252.*

** NALC Drug Prescription Program is **MANDATORY** generic (unless specified by your doctor, at additional cost to member). Preferred retail pharmacy 1st and 2nd fills, you pay 20% of cost of generic/30% of name brand/45% non-formulary. MAIL ORDER/CVS PRESCRIPTIONS (when NALC is primary): 60 day supply \$8 generic, \$43 name brand, \$58 non-formulary; 90 day supply \$12 generic, \$65 name brand, \$80 non-formulary; **MEDICARE PROGRAM** (when Medicare is primary) Retail network pharmacy: you pay 10% of cost of generic, 20% of formulary, 30% non-formulary. **MEDICARE PRIMARY** (mail order); 60 day supply \$7 generic, \$37 formulary, \$52 non-formulary; 90 day supply \$10 generic, \$55 formulary, \$70 non-formulary; 90 day supply \$4 for NALCSELECT generic (certain drugs); 90 day supply \$4 for NALCPREFERRED generic (certain drugs); NALCSENIOR generic antibiotics are available **FREE** for a 30 day supply, when Medicare is primary (certain antibiotics only).

MAIL ORDER SPECIALTY DRUGS (Bio-Tech drugs—*VERY EXPENSIVE*): Your cost for a 30 day supply is \$150; 60 day supply is \$250; and, 90 day supply is \$350. Some drugs (e.g. bio-tech asthma, diabetes, organ rejection, etc.) require prior approval before dispensing. You **MUST** call the Plan 1-800-237-2767.

Our PPO doctors and facilities—through (OPA 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!!! For example:
 *CIGNA Weight Loss Program (877) 220-6252

Mark Ramirez, NALC Branch 782 HBP Rep.
 (661) 398-6075

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

**(PPO) Deductible: \$300 Individual,
 \$600 Self & Family—Per Calendar Year**

OUT THERE



Health Prescription: Humor from Mark!



MARK SAYS: SOME FORTUNE COOKIE HUMOR CAN PROVIDE VALUABLE WISDOM FOR LIFE'S JOURNEY!

GOOD LUCK IS THE RESULT OF GOOD PLANNING.

A SINGLE KIND WORD WILL KEEP ONE WARM FOR YEARS.

A FRIEND ASKS ONLY OF YOUR TIME, NOT YOUR MONEY.

THE BEST YEAR-ROUND TEMPERATURE IS A WARM HEART AND A COOL HEAD.

A WOMAN WHO SEEKS TO BE EQUAL WITH MEN LACKS AMBITION.

FORGIVE YOUR ENEMIES....BUT REMEMBER THEIR NAMES!

A CLOSED MOUTH GATHERS NO FEET.

MARRIAGE LETS YOU ANNOY ONE SPECIAL PERSON FOR THE REST OF YOUR LIFE.

ALWAYS KEEP YOUR WORDS SOFT AND SWEET, JUST IN CASE, YOU HAVE TO EAT THEM.

A GOOD TIME TO KEEP YOUR MOUTH SHUT IS WHEN YOU'RE IN DEEP WATER.

DON'T WORRY ABOUT MONEY, THE BEST THINGS IN LIFE ARE FREE.

A GOOD BEGINNING IS ONLY HALF DONE.

ALONE WE CAN DO LITTLE. TOGETHER, WE CAN DO MUCH.

WISE HUSBAND IS ONE WHO THINKS TWICE BEFORE SAYING NOTHING!

PERSON WHO RESTS ON LAURELS GETS THORN IN BACKSIDE.

YOUR INFERIORITY COMPLEX IS NOT GOOD ENOUGH...TRY HARDER!

HE WHO THROWS DIRT IS LOSING GROUND!

BE NICE TO YOUR KIDS. **THEY** WILL CHOOSE YOUR NURSING HOME!

YOUR REALITY CHECK IS ABOUT TO BOUNCE.

DON'T PURSUE HAPPINESS.....CREATE IT!

YOUR EVERLASTING PATIENCE WILL BE REWARDED.....SOONER OR LATER.

NONE OF THE SECRETS OF SUCCESS WILL WORK, UNLESS YOU DO!

A FANATIC IS ONE WHO CAN'T CHANGE HIS MIND AND WON'T CHANGE THE SUBJECT!

YOU DON'T MARRY SOMEONE YOU CAN LIVE WITH. YOU MARRY THE PERSON WHO YOU CAN'T LIVE WITHOUT!

GREAT DEEDS — AND GREAT THOUGHTS — HAVE A RIDICULOUS BEGINNING..... GOOD LUCK ON YOUR JOURNEY!

A MAN WORKS FROM SUN TO SUN. BUT, A MOTHER'S WORK IS NEVER DONE.

NO GIFT TO YOUR MOTHER CAN EVER EQUAL HER GIFT TO YOU — "LIFE" ...

MARK RAMIREZ

NALC HEALTH BENEFIT REPRESENTATIVE
GOLDEN EMPIRE MERGED BRANCH 782
(661) 398-6075

from the editor-guy

I want to share a series of e-mails with you. They were received and sent in my official capacity as the Branch 782 Editor-guy. I think you may find them interesting...

-----Original Message-----

From: rofuentes@roadrunner.com
To: brziii@aol.com
Sent: Tue, Nov 4, 2014 12:56 pm
Subject: Address change

Hello Basil,

Here is the address change for my father-in-law Charles Knox: 2260 Alys-sum Ave, Upland CA, 91784. Thanks for the opportunity to give his fellow letter carriers an UPDATE on his whereabouts. He would be thrilled to see that in the newsletter. He has been with us for almost 3 months plus now. We had planned to move both Charley and his wife Janelle in with us next spring after my wife (his daughter Pam) retired but Janelle's health has required more care than he could handle alone so our plans were fast-forwarded back at the beginning of August.

You are right, it is a great adjustment but one my wife and I know is the right thing to do. Thanks again for following up on the address change. Will send a pic soon.

Robert Fuentes

-----Original Message-----

From: brziii@aol.com
To: rofuentes@roadrunner.com
Sent: Wed, Nov 5, 2014 9:30 am
Subject: Address change

Hello, Robert~

I am going to give your info to the person who updates our mailing list. She is usually pretty good about getting changes made in a timely fashion.

It is always an interesting thing when I

am contacted by family members of a retired Letter Carrier. Too often, it is because they want to share sad news.

Your call was different.

I enjoyed the conversation. As I recall, you said that Charles enjoys getting the newsletter. Hopefully, even though there is no one featured that he knew personally, the world that we work in is still similar enough to what he encountered during his working years that he can relate. Maybe it's the Fred Acedo cartoons which focus on dogs....

Did you mention that he was 82 years old? Do you know the year that he retired? I'm curious because I grew up in Wasco and may have seen him trudging about with one of those old leather mail sacks. (I did move away when I joined the Coast Guard in 1973 but I still have a number of people and things which still bring me to Wasco once in awhile.)

As I close, you mentioned that you will try to send a pic soon. Would you happen to know if Pam might be able to find any old pictures of her father in uniform. Is he a military veteran with pictures of him during that time? It would be cool to see e-mailed copies of those, too.

Anyway, I hope you don't think that I'm trying to make you work. I just was percolating some thoughts I'd had after our brief conversation.

Thanks, again, for getting in touch with me.

Basil Zuniga
NALC Branch 782 Editor-guy

-----Original Message-----

From: rofuentes@roadrunner.com
To: brziii@aol.com
Sent: Thu, Apr 16, 2015 1:26 pm
Subject: Address change

Hi Basil

We originally communicated back in November re. my father-in-law Charles Knox, formerly of the Wasco branch.

It took awhile but he and his wife

Janelle have finally come to accept the move to Upland and our home as their home. We were able to sell his Wasco home, one he and his father built back in 1957, the year he started working at the post office.

In fact, after his stint in the Army (training at Fort Ord in Monterey and stationed at the Presidio in SF), and after working for a short while as a topographer mapping the Bay area and the Central Valley for an independent contractor, he felt the small-town pull of Wasco calling his name and he returned home.

Coincidentally, his younger brother John, was working at the Wasco post office and had just been called up to serve in the Army leaving an opening that Charlie filled.

He worked there until his retirement in 1987, a 30 year career.

He tells me that when he started, Wasco had only 2 routes, both of which he new like the back of his hand. He thinks they might be up to 6 or more today. Anyway, as I told you before, he is a survivor, having outlived a quadruple bypass, then another triple bypass, and finally a Triple A (aortic abdominal aneurysm).

Had to have been the 20+ miles he walked daily with a 20-40 lb mail bag over his shoulder.

Try as I might I couldn't find a pic of him in his mail uniform but I've sent a current pic as well as his military pic. Wish I could have passed on this info before the dinner you guys just celebrated. He enjoys the newsletter and reads every word in it.



Robert Fuentes

-----Original Message-----

From: brziii@aol.com
To: rofuentes@roadrunner.com
Sent: Thu, Apr 16, 2015 7:06 pm

Subject: Address change

Hello, Robert~

Thank you for the update! Also, thank you for the background info. It gives me an inspiration to figure out how to use this for the newsletter. Let's see what I can do. I think that he might have enjoyed some of the stories told at the Retiree Dinner by numerous folks. One, Charlie Loven, would have been a contemporary of his because his service started in 1955. Don't know if Charles ever made deliveries from a bike, but there were four people at the dinner who had!

If I remember (I find that my memory fails me once in a while...) I will try to send a PDF to you of this month's newsletter. The pictures really "pop" in color! I'm still plugging away on it so that I can make my Monday deadline to take it to the printer.

Let Charles know that I appreciate his willingness to read the newsletter. There are many times when it's been 3:00 a.m. - - and it's just me and the sound of the night - - and I wonder if anybody even reads any of it. Thank you for letting me know that somebody does. Make sure you tell Charles that I really, really appreciate him for that!

Basil Zuniga
Branch 782 Editor-guy

-----Original Message-----
From: brzii@aol.com
To: rofuentes@roadrunner.com
Sent: Fri, Apr 17, 2015 6:20 pm
Subject: Address change

Hello, again, Robert~

Bet you didn't think you would be hearing from me so soon, did you?

I was thinking about some of the things that you said that Charles had told you about his mailman time in Wasco. I've been racking my brain trying to think of some names of Carriers from Wasco that he might remember. Ask him about these names: Les Laughlin, Carl Summers (who retired around 2008 and therefore might have started in the 1970's), and Rural Carrier Roque Borjon. Also, I think the

window clerk there was a lady named Mrs. Proctor. I wish I knew more names for him to try to remember.

Does he remember a Postmaster named John Giza? (John lived across the street from my Mom on Broadway in the 1980's and I got to know him and his wife, Nancy pretty well because they became my Mom's friends.) I remember that John once told me a story about a new Carrier that he'd hired. After the guy had only been there a short time, John looked up to see him back in the Post Office with all of his mail. John asked him why he was back so early. The guy told him that it was raining. John told him, "We deliver in the rain."

The guys response was, "I don't!". He just left all of the mail on John's desk and walked out the door.

While I'm talking about names, I want you to ask Charles a few questions on my behalf.

With two routes in Wasco, did Charles have Route 1 or Route 2? Does he remember the name of the person on the other route? Also, and this I know is probably going to be a tough one...does he remember the name of the "old timer" when he first started out in 1957? If the numbers played out, that person might very well have started in the 20's or 30's.

By the way, none of these questions are meant to add stress to Charles. I just got to thinking...

Be Well!

Basil

-----Original Message-----
From: rofuentes@roadrunner.com
To: brzii@aol.com
Sent: Fri, Apr 17, 2015 7:30 pm
Subject: Address change

Hi Basil,
No stress at all. He can talk non-stop

about the post office, just takes a while to come up with names. He remembers Leslie Laughlin but said most people called him Lyle. He also remembers Mary Proctor and knew most of her family. Charlie had Route 2 and Roque had Route 1 which he picked up after Klone Perryman took over the rural or star route. Klone took that route from his dad, Ralph Perryman, who was probably the old-timer. Later Roque took the rural route from Klone. Apparently that was the route that took a little political clout. He also remembers John Giza who was from Chicago and was a postmaster in San Jose before coming to Wasco.



He also remembered the Postmaster when he first was hired, Herb Prisky (?) and another guy named Ray Brown whom he thought had worked at a US post office in Panama. He also remembered Carl Summers and mentioned his sub Bill Wooley too. One other name was Bob Hall who was related to his brother-in-law.

Anyway, that was a good exercise for refreshing his memory! Hope those names ring a bell.

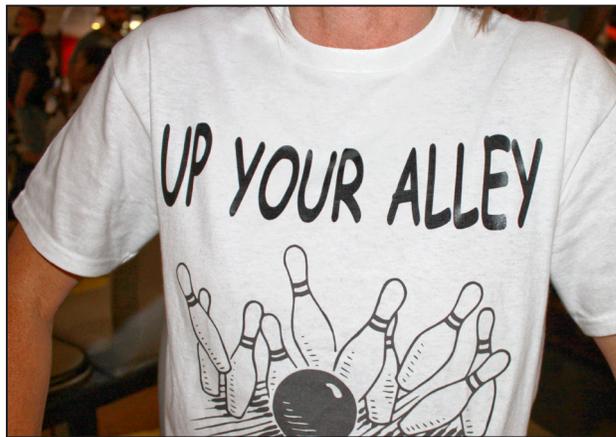
Robert

Finally, just so Charles will know who carries mail in Wasco in 2015: (listed by seniority) "Candy" Ticong - Route 3; Jim Ellis - Route 1; Marilyn Cacal - Route 4; Donald Wiggins - Route 5; Rene Anaya - (T-6); Joanne Layton - Route 6, and CCA Josia Sanchez. And, yes, there is no longer a Route 2.

9th Annual Battle of the Stations



Thank you Anita Holderman (Branch 782 Photographer) for all of the excellent 365 pictures of the 2015 Bowling Tournament! Next month, we'll feature many, many, many more pictures of the competition and the fun that was had by everyone involved!!!



April 12, 2015



The newsletter deadline came and passed without any tourney results. Next month... Maybe.



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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.

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 here-in 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.

Basil Zuniga, Editor-guy
(H) (661) 397-4330
(C) (661) 205-1603
e-mail: brziii@aol.com

Juan R. Rodriguez, Assistant Editor
(H) (661) 859-5314
(C) (661) 247-5960

The "S.A.N.E.">*

Fred Acedo, Cartoonist

*(Special Assistant Newsletter Editor)

P.O. Box 6532

Bakersfield, CA 93386-6532

e-mail: Fred.acedo@yahoo.com

Anita Holderman, Branch Photographer

NALC Branch 782 Shop Stewards

Arvin (93203)	Mike Munoz	(661) 304-5516
Avenal (93204)	John Ortega	(661) 809-8140
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**Branch 782
Website
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Rick Plummer, Webmaster



National Association of Letter Carriers
 "Golden Empire Branch 782"
 2628 "F" Street
 Bakersfield, California 93301
 (661) 325-5526

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General Meeting

Tuesday

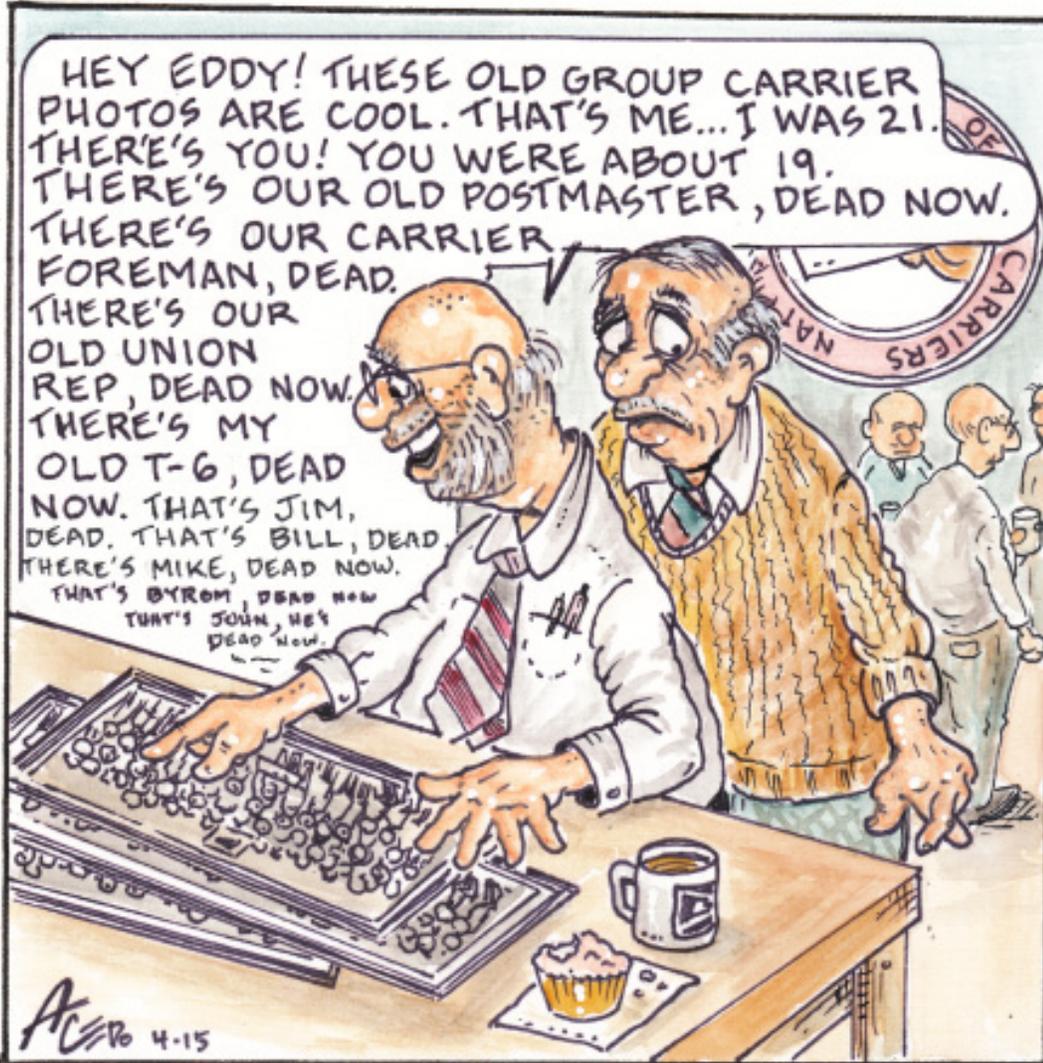
April 28, 2015

7:00 p.m.

Branch 782 Office
 2628 "F" Street
 Bakersfield, California

FORWARDING SERVICE REQUESTED

OUT THERE



N.A.L.C. BR. 782 - BAKERSFIELD, CA.

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