

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



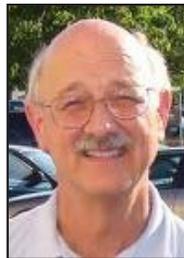
CHARTERED FEBRUARY 25, 1901

NUMBER 6

JUNE 2014

at the

Mike:



It appears that 2014 is going to be the year for Carrier retirements in several offices in the Branch..

Congratulations to Mike Copeland who retired at the end of January. Frances Gallegos retired May 2; and Molly Biggar retired May 31. They were all from Dole Court in Bakersfield. Also, congratulations to Bonita Lewis from South Station in Bakersfield; and, Cecelia Hernandez and Ray Franey from Stockdale Station in Bakersfield who also retired in the month of May. They all will be missed, but I know all of them are enjoying their retirement. I am sure that they all are thrilled that they do not have to deal with another year of delivering mail in the blazing heat in Bakersfield.

I would like also to congratulate the the Part-Time-Flexible Carriers in Bakersfield, Delano, Ridgecrest and Trona who were converted to full-time on May 31st. Some of them have been waiting for over seven years!

The final total for the Food Drive for our Branch was 90,160 pounds! The success was the direct result of a collaboration of many union members throughout the District. I want to thank all Letter Carriers for their help in collecting the food and all who assisted sorting the food as it arrived at the stations.

This was the third year we were able to have grocery bags delivered to about 90,000 homes as a reminder to donate food. Planning for the Food Drive



Continued on next page...

How did we do???

Arvin (93203)	60
Avenal (93204)	987
Delano (93215)	3216
Lamont (93241)	412
McFarland (93250)	975
Shafter (93263)	2928
Taft (93268)	2540
Wasco (93280)	675
Downtown Station (93301)	2036
South Station (93304)	5305
East Brundage (93305/07)	15831
Hillcrest Station (93306)	9968
Dole Court (93308)	16928
Stockdale Station (93309)	12811
Camino Media (93311/13)	4450
Mojave (93501)	1700
California City (93504)	2300
Boron (93516)	277
Edwards AF Base (93523)	536
Tehachapi (93561)	1600
Trona (93562)	100
Ridgecrest (93555)	4525

TOTAL 90160

started months ago when we were able to get grocery bags from Van Nuys NALC Branch 2462 Vice-President Janette Dolabson. She, once again, graciously offered Branch 782 bags if we could pick them up in Van Nuys.

I also want to thank Branch 782 Shop Steward Shari Sharp and Porterville Branch 1469 President Gael Weber for their assistance. They drove down South to pick up the bags at the Van Nuys plant. *And those bags were extremely helpful in our success!*

Shop Stewards Shari Sharp and Norma Hamer also deserve our appreciation for all their hard work as our Food Drive coordinators this year. We are very lucky to have such dedicated and caring members in our Branch and I can't begin to thank them enough.

The list of people to thank is not a short one. I would like to thank Dole Court CCA Sabrina Bonilla for volunteering for a fourth year to have the television news crew interview her on a route. Supervisor Kathy McWilliams is to be commended for all of her assistance and enthusiasm with her first Food Drive in Bakersfield.

And last, but not least, thanks to District Manger Kerry Wolny and all postmasters and supervisors who did provide support and assistance.

Unfortunately, there were a few offices in the Branch where management did not support or even seem to care to support the Food Drive—and the totals showed up to a fifty percent drop in donations in those locations. Hopefully, next year we can convince those supervisors and postmasters about the importance of working together for all those in need of food.



Within the last few days there has been, regrettably, a new attack on six-day delivery. It was sponsored by Congressmen Issa, Ryan and our own representative Kevin McCarthy. This attack is an accounting gimmick and shell game which proposes to eliminate Saturday delivery and use any "savings" to fund the Highway Trust fund.

Unbelievably Postmaster General Donahoe has come out supporting this outrageous bill which would do nothing to address the real issues the

Postal Service is facing . These so-called representatives refuse to accept the fact that ***THE POSTAL SERVICE IS MAKING MONEY*** and the big loss is the result of the pre-funding requirement placed on the Postal Service in 2006.

And the salt in the wound is that Congressman Kevin McCarthy is the same person who will

not even meet with us—***his constituents***—to hear our concerns relating to Postal issues.

Below is the letter the four national union Presidents have sent to the House and Senate Representatives.

MIKE TOWERY
NALC Branch 782 President

Dear Representative:

On behalf of the nearly 650,000 active and retired employees of the U.S. Postal Service represented by our four unions, we write to express our firm opposition to using the United States Postal Service as an offset to fund the nation's transportation infrastructure. Last week, House Majority Leader Eric Cantor announced a GOP leadership plan to eliminate Saturday mail delivery service as a means to "pay for" a short-term replenishment of the federal highway trust fund, which is in rapid decline and is expected to run out of money in August. This outrageous and misguided proposal is totally unacceptable and we urge you to oppose it.

Slashing mail delivery service makes no sense in any circumstance, but especially as part of legislation designed to strengthen our nation's transportation infrastructure. The USPS is off-budget and receives no taxpayer support whatsoever. Using the Postal Service as an offset for the Highway Trust Fund is a shell game that relies on illusory savings and accounting gimmicks.

Weakening a core constitutional function of our government in order to avoid making difficult, long-term decisions with regards to our nation's transportation infrastructure is not the answer. It would slow the delivery of mail to your constituents and harm businesses in your district, while imposing hardships on the elderly and rural citizens who most rely on the mail. It would also do more harm than good because it would drive business away from the Postal Service, reducing revenues and offsetting most, if not all, the operational savings. In fact, millions of business mailers (40% of all such mailers) say they want to keep Saturday service; cutting it would be both shortsighted as a business strategy and anti-business as a policy matter.

Calls to eliminate Saturday service are based on misinformation about financial losses at the Postal Service. The Postal Service has recovered from the Great Recession as e-commerce deliveries have boomed and letter mail revenues have stabilized with the economic recovery. If not for the 2006 Congressional mandate to prefund future retiree health care costs decades in advance, the USPS would be reporting profits. The artificial crisis caused by prefunding, which no other private company or independent agency is required to do, cannot be used to justify delivery service cuts to the American people.

The simple fact remains that ending Saturday delivery would eliminate 80,000 full and part-time jobs in cities and rural areas. Over the last six years, the Postal Service has shed an nearly 200,000 jobs in order to right-size itself and get back on track.

Cutting additional jobs would impact the local, state and national tax base, and reduce consumer spending in our communities. Damaging the Postal Service for highways would undercut the Postal Service's recent recovery. America can have a strong, safe highway network without sacrificing a strong, high quality Postal Service. We shouldn't be forced to choose between the two.

We urge you to ask you to reject the House Leadership's plan and any proposal that would weaken the Postal Service, whether to fund highway construction or any other federal spending priorities. The Postal Service is a self-funded agency financed by postage rate payers—taxing them directly or indirectly to fund other spending is totally unacceptable.

Our very own Congressman, Representative Kevin McCarthy, along with former House Majority Leader Eric Cantor are at the forefront of a proposal to fund transportation by slashing Postal services. As I write this article, Cantor has lost his bid for re-election and Congressman McCarthy seems poised to take his spot as the Majority Leader. pBecause of this, Congressman Issa might still feel that the “planets are in alignment” for him in his attempt to dismantle the Postal Service.

But, Letter Carriers all over the country are willing, able and ready to do battle to restore some sanity to the craziness! We will be asking *you* to let Congressman McCarthy know your concerns about gutting the USPS. At the national level, NALC President Fredric Rolando is spearheading our efforts. You may ask what he is saying about this latest twist in the legislative arena.

NALC President Fredric Rolando said the proposal by House Republican leaders to temporarily fund highway construction by degrading postal services would damage the economy while failing to achieve desired transportation goals.

“This is the latest attempt by GOP leaders at an end-run, trying to cut postal services to provide money for another program—whether unemployment benefits, Veterans’ benefits, and now highways. The prior efforts failed. Not because those aren’t fine programs, but because the Postal Service plays a vital role in our economy and our communities,” Rolando said.

“Rather than offer Americans real solutions, House leadership is once more seeking the easy way out,” the president said. “America can have a strong, safe highway network without sacrificing a strong Postal Service. We shouldn’t be forced to choose between the two. GOP leaders need to go back to the drawing board.”

Rolando called the plan a shell game that relies on accounting gimmicks and fails on multiple counts. “This maneuver makes no sense,” he said. “The Postal Service doesn’t rely on taxpayer money or Congress to fund its operations. It earns its revenue selling stamps, and it shouldn’t be treated like a congressional piggy bank.”

“It’s a political cop-out,” Rolando said. “House GOP leaders want to raid the Postal Service because there is not enough money in the Highway Trust Fund to pay for projects they want to fund. Instead of making hard choices about highway spending in an election year, some in Congress would rather resort to accounting tricks.

“It wouldn’t even work if tried,” President Rolando said. “There is not a penny of money here for the government. Lawmakers are claiming ‘real savings for the general fund of the Treasury’ from a future hypothetical event—a postal bailout—that no one is calling for or has proposed.” “It’s a job-killer,” Rolando said. “Ending Saturday delivery would eliminate 80,000 postal jobs in cities and rural areas.” That would affect the local, state and national tax base, and reduce consumer spending in our communities. And, it amounts to a new tax on businesses—particularly the small businesses that create two-thirds of all new jobs. They are open weekends, need to send and receive checks, and would have to hire expensive private carriers to do so without Saturday mail.

“This plan would begin dismantling the Postal Service, an agency that’s based in the Constitution and provides Americans with the world’s most-affordable delivery service,” the NALC President said. “A bipartisan majority of Congress has signed the resolution by Rep. Sam Graves (R-MO) to maintain Saturday mail delivery, given its importance to millions of small businesses. The USPS has been operationally profitable since October 2012; degrading service would drive mail out of the system, thereby stopping the postal turnaround in its tracks and achieving the exact opposite of what proponents of this legislative maneuver claim it would do.”

But, don’t just take my word for it. Read this *Wall Street Journal* article which was written by U.S. Senator Bernie Sanders. *If you don’t think that Letter Carrier involvement in politics isn’t important, you need to realize that it is crucial to your future!!*

JOHN ORTEGA
Branch 782 Vice-President

Johnny on the Spot



There's No Need to End Saturday Mail Delivery

by Senator Bernie Sanders, I-VT

The U.S. Postal Service is one of our most popular and important government agencies. It provides universal service, six days a week to every corner of America, no matter how small or remote. It supports millions of jobs in virtually every other sector of our economy. It provides decent-paying union jobs to some 500,000 Americans, and it is the largest employer of veterans.

Whether you are a low-income elderly woman living at the end of a dirt road in Vermont or a wealthy CEO living on Park Avenue, you get your mail six days a week. And you pay for this service at a cost far less than anywhere else in the industrialized world.

Yet the Postal Service is under constant and vicious attack. Why?

The answer is simple. There are very powerful and wealthy special interests who want to privatize or dismember virtually every function that government now performs, whether it is Social Security, Medicare, public education or the Postal Service. They see an opportunity for Wall Street and corporate America to make billions in profits out of these services, and couldn't care less how privatization or a degradation of services affects ordinary Americans.

For years, antigovernment forces have been telling us that there is a financial crisis at the Postal Service and that it is going broke. That is not true. The crisis is manufactured.

At the insistence of the Bush administration, Congress in 2006 passed legislation that required the Postal Service to prefund, over a 10-year period, 75 years of future retiree health benefits. This onerous and unprecedented burden — \$5.5 billion a year — is responsible for all of the financial losses posted by the Postal Service since October 2012.

Without prefunding, the Postal Service would have made a \$623 million profit last year. Excluding the prefunding mandate, the Postal Service estimates it will make more than \$1 billion in profits this year. This is not surprising, since the

Postal Service made a combined profit of \$9 billion from 2003-06, before the prefunding mandate took effect.

The mandate allows the antigovernment crowd to proclaim that the Postal Service "is going bankrupt." Their solution is to slash hundreds of thousands of jobs, close thousands of post offices, eliminate hundreds of mail processing plants, end Saturday mail, and substantially slow down mail delivery.

In the House, Rep. Darrell Issa, R-Calif., passed a bill through his committee that would do all of these things. The bill would drive more customers to seek other options and will lead to a death spiral—lower-quality service, fewer customers, more cuts, less revenue and eventually the destruction of the Postal Service.

In the Senate, Sens. Tom Carper, D-Del., and Tom Coburn, R-Okla., also passed a postal reform bill through the Homeland Security and Government Affairs Committee. While not as destructive as the House proposal, the Carper-Coburn bill could lead to the loss of about 100,000 jobs, allow the Postal Service to eliminate six-day mail delivery, substantially slow down the delivery of mail, and lead to the loss of more mail processing plants and post offices within the next few years.

There are much better ideas that would strengthen, not destroy the Postal Service, and they are in the Postal Service Protection Act that has been introduced by Rep. Peter DeFazio, D-Ore., in the House and by me in the Senate. The House bill has 174 co-sponsors. The Senate bill has twenty-seven co-sponsors.

First, prefunding must end. The future retiree health fund now has some \$50 billion in it. That is enough. This step alone will restore the Postal Service to profitability.

Second, the Postal Service should have the flexibility to provide new consumer products and services — a flexibility that was banned by Congress in 2006. It is now against the law for workers in post offices to notarize or make copies of documents; to cash checks; to deliver wine or beer; or to engage in e-commerce activities (like scanning physical mail into a PDF and sending it through email, selling non-postal products on the Internet or offering a noncommercial version of Gmail).

A recent report from the Postal Service inspector general suggests that almost \$9 billion a year could be generated by providing financial services. At a time when more than 80 million lower-income Americans have no bank accounts or are forced to rely on rip-off check-cashing storefronts and payday lenders, these kinds of financial services would be of huge social benefit.

It is time for Congress to save the Postal Service, not dismantle it.

Mr. Sanders is an independent U.S. Senator from Vermont.

Article courtesy: *The Wall Street Journal*,
Wednesday, March 5, 2014



If you are a CCA, know that COLCPE is important to you!!!

Minutes of the May 2014 General Meeting

The regular meeting of Branch 782 was called to order by President, Mike Towery at 7:00 p.m. on the 27th day of May, 2014 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 Recording Secretary, Kim Gerdes; Financial Secretary, Anita Holderman and Trustee, Darryl Holderman. The stewards were present from Arvin, Avenal, Brundage, Camino Media, Delano, Hillcrest, Lamont, Oildale, Shafter, South, Stockdale, Taft and Wasco. Also present was Newsletter Editor, Basil Zuniga; S.A.N.E., Fred Acedo; Asst. Treasurer, Debbie Guillet and Frank Martinez of the Social and Recreation Committee. The minutes of the April 22, 2014 were read and accepted with no additions or corrections.

APPLICATION FOR MEMBERSHIP: Applications were received from Diane Valles, Camino Media; Arnaldo Martinez and Francisco Marquez, Dole Ct.; Michael Lelis, Trona and Brache Hayes, Wasco.

REPORTS OF STANDING AND SPECIAL COMMITTEES: Basil Zuniga reported that Camino Media was an "all star group" at the folding. Teresa Ortega reported that the Picnic Committee is doing great. Molly Biggar reported that there are 1205 "Out There" books remaining. Frank Martinez of the Social and Recreation Committee reported that there is still one ticket remaining for the Dodger game. There will be a softball tournament on June 22, \$100.00 per team, spouses and kids can

participate. Contact Andrew Garcia for more information.

UNFINISHED BUSINESS: Shari Sharp and Norma Hamer reported that 90,159 pounds was collected on the Food Drive. The By-Laws Committee will meet following tonight's meeting.

NEW BUSINESS: John Beaumont, California State Association of Letter Carriers President and Eric Ellis the State Political Liaison attended tonight's meeting, they introduced Amanda Renteria, who is running for Congress. A discussion was held regarding the upcoming election.

GOOD OF THE ASSOCIATION: Mike Towery reported that 4 PTF's will be converted on May 31st. A discussion was held regarding CCA's and Sunday delivery.

IMPROVEMENT OF THE ASSOCIATION: The 2014 -2015 Budget was presented by Molly Biggar.

FINANCIAL SECRETARY'S REPORT: Anita Holderman reported that the income for April is \$12,294.37.

TREASURER'S REPORT: Molly Biggar reported for February 2014

Beginning Balance	\$80,563.80
Dues & Income	\$11,811.17
Interest Income	\$ 0.00
Total Balance	\$92,374.97
Expenses	\$12,717.88
Ending Balance	\$79,657.09

The MDA 50/50 Drawing was won by R.N. Kramer.

The General Meeting Drawing for \$500.00 would have been won by C. Ticong, if he had been present. There were 35 members present.

The meeting adjourned at 8:54 p.m.

MOLLY BIGGAR
for NALC Branch 782 Recording Secretary Kim Gerdes

Downtown Station

S. Kirby
J. Cruz

Stockdale

J. Oh
M. Martinez

Delano

L.A. Campos
C.V. Quebral

Taft

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

South Station

100% UNION!!!

Camino Media

C. Rodriguez

Lamont

100% UNION!!!

Brundage/East Bakersfield

D. Kinglee

Arvin

100% UNION!!!

Ridgecrest

S. P. Pierce
G.D. Weaver
B. Leroy
D.M. Johnson

Hillcrest

100% UNION!!!

Avenal

B. Howard

Dole Court

D. Morris
S. Hancock

California City

100% UNION!!!

Shafter

M. D. Voights
L. M. New

Tehachapi

100% UNION!!!

Trona

100% UNION!!!

Wasco

100% UNION!!!

*CCA names
are in italics.

Non-Member List March 2014*



Ridgecrest Rumblings...

The Ridgecrest & Trona Post offices continue to undergo many changes. With the changes, I have had to change the way that I do my Shop Steward job as well. It is a process... But, *that* is what happens whenever there is change. That has brought me to writing this letter in the Branch 782 newsletter. I am going to take advantage of it to pass along information to everyone. In the past, I felt free to talk to everyone. But, now? I am not very comfortable speaking at work.

First off, I would like to make sure that *everyone* has my phone number and email. The number that was in the newsletter was my old number. So, please note below my correct phone number. I just kept forgetting to let Basil know to change it because we were always very comfortable talking at work. Please feel free to call, text or email me anytime your concerns.

As you all know, there are several concerns in our office (from no one answering the phone when you call in from the street, to Carriers carrying on the rural routes, to negotiating). I wish that I had good answers for you. But, I don't. I have filed many grievances and am filing more; but I cannot get union time to resolve them. I have been requesting union time and information dating back to the end of April that has not been given. I am not giving up. At some point, management needs to hear your concerns!

Congratulations to the PTF's who made regular! *Ridgecrest and Trona no longer have PTF's!* Management and union have a signed agreement that is consistent with M- 01836 for signing the ODL list in mid quarter, but it has not been applied to our new Regulars. I am not sure why that is; but, I plan to grieve that as well to get some answers. Watch for the Overtime Desired list to be posted soon and be sure to sign (or not sign) for the next quarter.

Many of you have had problems calling in from the street and have discovered that no one answers the office phone. If you are in an accident or are injured, try calling 911. If your vehicle breaks down, I do not know what to tell you. Some of you have had some luck texting the clerks working in the building to tell them to have someone answer the phone. It's worked. Some have called Jeff at home and he has returned to work and brought a truck out to you. I have filed a safety grievance on this issue so hopefully we can get something resolved.

The way that we negotiate has changed as well. Many Carriers are struggling to figure out how to negotiate.

In the past we would say what time we thought that we would be back and we all have had it drilled into our heads—that if we are not going to make it back in time—to call the office and let management know.

Now? There really is not any negotiating. It often begins with, "DOIS says..." This is followed up with, "Tell me a number I

wanna hear." We are being told that we are professionals now. Cut whatever we have to make it back by 5:00. Or my personal favorite: "Just make it work." And, this doesn't even mention times when cursing is used to get their point across to us...

Then, there is the question of what to do if you are on the street and you realize that you are not going to be timely. We have been told **NOT** to call; that you negotiated in the morning; and, *that* is what is expected of you (and—of course the reminder) that *you* are a professional and *you* need to manage **YOUR** route. (**You are now managers???**...) If you should call in, will anyone answer the phone??? So, should you even try???. Do not feel alone on this matter! **EVERYONE** is feeling the frustration.

We *did* get the false bottoms put back into our hampers! Thank you to everyone for *continually* pointing out how unsafe it was reaching into our old hampers to get mail out of the bottom. I was glad that no one was injured before management allowed the bottoms to be put back in.

Our early start time of 7:30 is Wonderful! It is welcomed compared to last summer staring at 8:30. Now, we stand a chance of making 5:00! Getting out of the heat ASAP is everyone's goal this time of year! However, the counting and recording of all of our spurs and parcels have hampered hitting the streets early.

I know that it takes a lot of time, pulling the spurs out from under parcels, counting spurs on office time then counting parcels on street time and coming back in and recording parcel count. For those routes that have 2 or 3 hampers of parcels, it certainly takes time! I am not sure the relevancy of the count; however, we have been instructed to do it.

With the rural routes being down to only one sub for 5 routes and vacation time upon us, I am sure that Jeff and the City Carriers will continue to be pulled from their assignments to help ensure that the mail gets out to our rural customers. It is good that Jeff is willing to come in on his weekend off to carry...or more City Carriers will be required to do so. I have been working on a grievance for City Carriers working off of their OPTs and assignments as well as crossing Crafts.

In the last month, Branch 782 President Mike Towery and MPOO Amber Pember have visited our office a few times. It is always fun to have visitors, but I do not ever recall so many visits in a short period of time! I am not sure it that is a good thing or a bad thing! I am kidding. I know that they both work together well and I—for one—look to them for leadership. They are a good example of management and union working together for the good of the Post Office.

In closing, I would like to say that we are undergoing many changes and uncertainty in our offices. You are **all** great Carriers who come to work every day and do your best! The Post Office should be so proud to have such a group of Carriers!! That is why it makes me sad when I hear it expressed how much he or she hates coming to work and to see morale so low. **BE PROUD OF THE JOB THAT YOU DO!** Because of your work ethics, you **ALL** make it easy to be your Shop Steward.

Lets have a safe summer! Drink lots of water and take your breaks! Do not skip your breaks to make the numbers like many of you have been doing! **Take care of yourself and work safely!**

LYNNEL HOWELL

Ridgecrest Shop Steward: Phone Me at 760-382-3030!!!

2014 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

** 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 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





SOONER SCRIPT

A Monthly Publication of Branch 458 NALC Oklahoma City Volume 17, Issue 6 June, 2014

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Customer and employee rights when USPS solicits customers to change to centralized delivery

Dec. 1, 2013—NALC has recently become aware of an effort by the Postal Service in different parts of the country to convince customers to agree to change their mode of delivery to cluster box or centralized delivery. The following information details the rights of both postal customers and letter carriers:

Customer Rights

Sections 631.6 and 631.7 of the Postal Operations Manual (POM) govern conversion of mode of mail delivery. A conversion is changing from one mode of delivery to another. The most common example of this occurs when USPS solicits customers to change from receiving mail at their door to a centralized location where a number of deliveries are made into a cluster box. In such cases the customers have to go to the cluster box to retrieve their mail.

As letter carriers know, these changes are often pushed without regard for the safety of the customers or the security of the mail. The relevant language from the POM is shown below followed by a brief explanation highlighting a few key points.

631.6 Conversion of Mode of Delivery

In this section, conversion refers to changing existing mail delivery to a more economical and efficient mode. The key to converting existing deliveries is identifying those deliveries that are most costly to the Postal Service. Delivery managers can go into any delivery territory where delivery has been established for over 1 year and solicit to convert the mode of delivery if it would be cost beneficial to the Postal Service.

Postmasters should not establish a mixed delivery area in which the carrier must zigzag from the door to the curb when previously the carrier took obvious shortcuts to effect delivery. Postmasters must weigh the advantages and disadvantages of converting less than 100 percent of the deliveries.

Customer signatures must be obtained prior to any conversion. In single-family housing areas (including manufactured housing and mobile homes) where the residences and lots are owned, each owner must agree to the conversion in writing. Owners who do not agree must be allowed to retain their current mode of delivery.

When a residence is sold, the mode of delivery cannot be changed arbitrarily prior to the new resident moving in. The existing mode of delivery must be retained absent an agreement otherwise. If an owners' association represents the community, it can direct the mode of delivery for the community. In rental areas, such as apartment complexes and mobile home parks, the owner or manager can approve the conversion.

The language above makes clear that property owners must sign indicating their agreement with the conversion. If property owners do not sign, they retain their current mode of delivery. Owners' associations and managers in rental areas may also control the mode of delivery. The final paragraph states that the Postal Service may not arbitrarily change the mode of delivery when a residence is sold.

Employee Rights

Section 667.12 of the Employee and Labor Relations Manual (ELM) provides the following in regard to employees engaging in campaigns for or against changes in mail service:

667.12 Engaging in Campaigns for Changes in Mail Service

Employees in active status must not engage in campaigns for or against changes in mail service. This regulation must not be construed to infringe on the rights to participate in labor organizations.



Article courtesy of the Oklahoma City, OK
June 2014 NALC Branch 458 *Sooner Script*

Shop Talk~

w/ Dave Norton, Chief Steward
NALC Branch 82

When Customers Attack

OUT THERE



If you read the news (especially postal blogs such as postalnews.com) you will see—seemingly every day—there is yet *another* news article about some Letter Carrier somewhere in this country who has been attacked or assaulted in the course of his or her duty. This last month it happened here in Portland. A Carrier was physically assaulted on his mail route.

This particular incident occurred after a brief, innocuous exchange between the Carrier and a person blocking an NBU on his route. The Letter Carrier asked this person to move his vehicle so he could deliver the NBU. The person did so. But then—after the fact—this person apparently grew angry at the Letter Carrier and spit on his mail vehicle. The Letter Carrier moved on.

Later that day after his lunch, while the Letter Carrier was still in his vehicle, he saw a car approach. The Letter Carrier thought nothing of it, thinking that it was a customer drop-

ping off some outgoing mail. He quickly saw, however, that the person approaching was the same individual who had spit at him earlier. That person punched the Letter Carrier in the head and hit the Carrier in the shoulder with a tire iron. The person also hit the mail vehicle with the tire iron.

It turns out that the attacker was a gang member, well known by the Portland Police.

As bad as the blows the attacker threw may sound, they did not inflict that much damage. The Carrier suffered bruising and was largely unharmed. He went on after the incident to finish his route. And, although the attacker did initially flee the scene and evade capture by the police, he eventually was caught and arrested. The situation could have been much worse.

Unfortunately, this was just another incident in what has been a growing trend in this country. And, these reports are not all just local disputes, isolated incidents between Carriers and their customers gone wrong, or the good old fashion crazy residents (there are still plenty of those).

Recently accounts of both illegal drugs and drug money being sent through the mail stream are rising. Attorney General Eric Holder has even gone on record stating his shock at the amount of illegal drugs that are shipped through the mail each year.

As Letter Carriers, we don't always know what we are delivering during the course of our delivery day. It's easy to identify certain mails and packages as suspicious. Others are more difficult. You may unknowingly be transporting something illegal and of great value... Maybe even something worth robbing the Letter Carrier?

Now, I didn't write this article to create mass paranoia among the ranks of Letter Carriers. Just because someone is using an old beat up box to ship something in, doesn't mean that there is a drug cartel out on your route waiting to intercept it. Or because Mrs. Smith is still mad at you for crossing her lawn five years ago, that she is at home right now plotting your demise. I am just saying; be careful, and use common sense.

Ultimately, Letter Carriers know their customers and the neighborhoods they deliver in. If you deliver in a "not so nice" part of town or know of a few "questionable" houses on your route; well, it never hurts to be extra nice to your sketchy customers.

OUT THERE



ACE DOG
9-11
BR. 782

OUT THERE



ACE DOG
BR. 782 - 10-04

S.A.N.E. · SPECIAL ASSISTANT NEWSLETTER EDITOR

If you do identify a suspicious package, report it immediately. If a conversation becomes heated, a customer gets belligerent, or starts to act aggressively, refer them to management and leave the situation.

Why? *IT'S YOUR LIFE...*

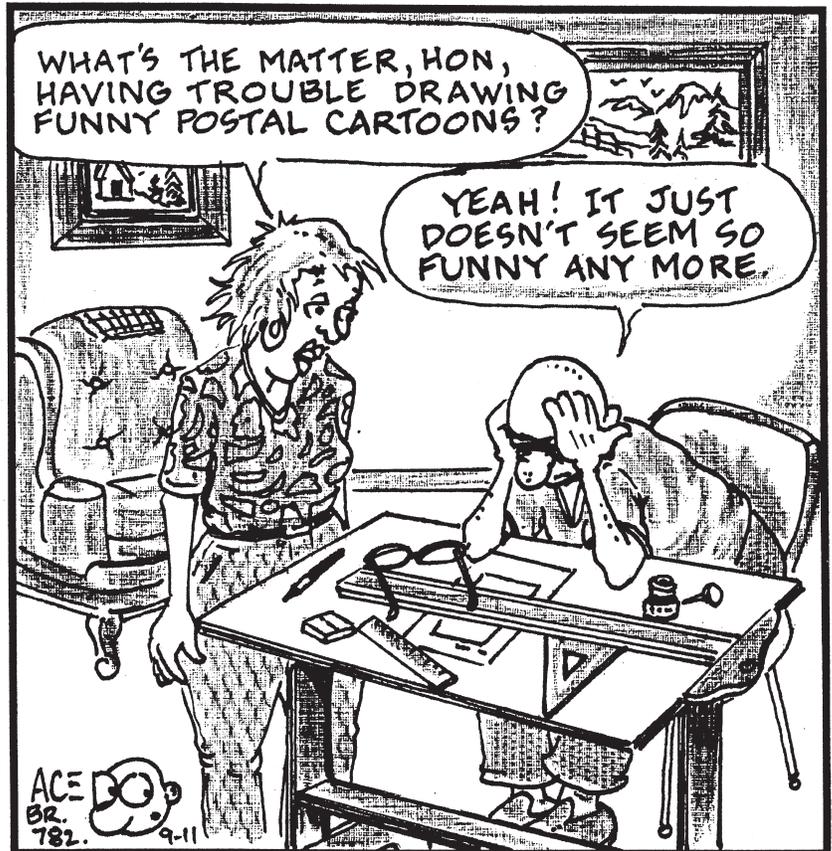
Article courtesy of the Portland, Oregon
NALC Branch 82 May 2014 B-Mike

There is no need to engage customers in an argument, Let management take care of that. And, certainly, if you believe you are the victim of a criminal assault—or any other kind of assault—*call the police right away, and seek medical attention!!* You can call your supervisor and tell them of the situation after you know that you are safe.

If someone demands the mail or your personal belongings; give it to them. **NOTHING IS WORTH YOUR LIFE.**

Being a Letter Carrier is a much safer job than many. For all the instances you hear of Carrier attacks, there are thousands of Letter Carriers who carry their routes every day without incident. The fact is: There are many other hazards that you will face on a daily basis that don't include a possible assailant. The chances that a violent attack will happen to you may be slim. But? It never hurts to stay aware and be cautious throughout your delivery day.

OUT THERE



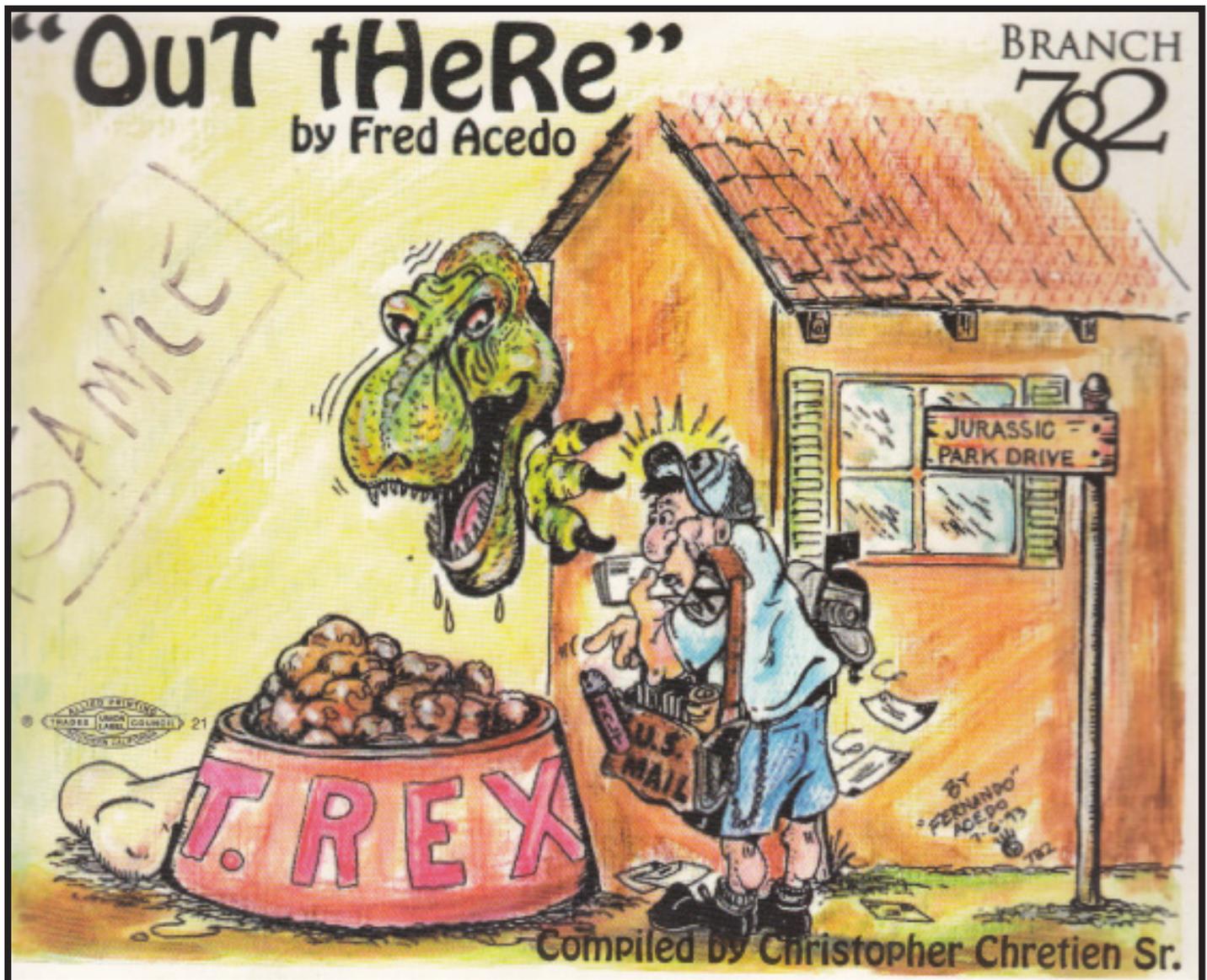
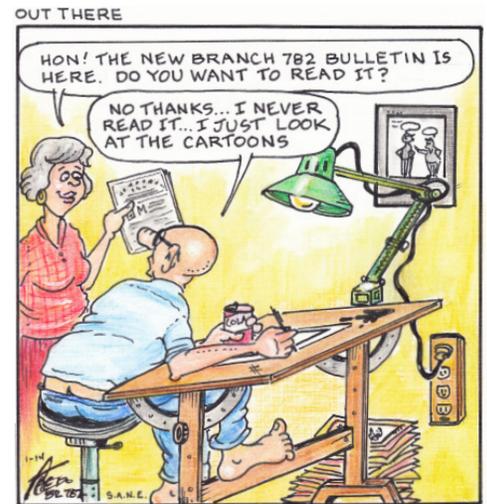
ACE DOG
BR. 782.
9-11

We have books for sale!!!

This book is an amazing collection of “slices of life” that ALL Letter Carriers will identify with. You can purchase a copy as a retirement gift, or birthday gift, or even your own personal copy! We’ve made it easy for you.

Contact Branch 782 Recording Secretary Kim Gerdes through the Branch 782 mailing address or you can e-mail her at “krgerdes91@hotmail.com”. The cost for the book is \$20. Up to two books ship for \$5.05 for Priority Mail delivery.

Once we cover our costs, we can generate our donation to the MDA...



Are you a CCA? Are you aware of the importance of THIS information???

CCA's and Work-Related Injury

by Jeanne Larch, Compensation Officer
NALC Branch 4374

City Carrier Assistants (CCAs) have the same FECA rights as a career Letter Carrier when injured on the job? Yes!!!

Your Steward may assist with an injury claim, but management does not have to afford the time unless a violation occurs. The FECA regulations are included in Article 12 of the national contract. So, if a violation happens your Steward should be notified to investigate a possible grievance.

Close attention should be paid to filing of the correct injury form, and seeing that the correct information provided when seeking medical treatment for the first time.

Also—very important—the correct calculation of a CCA's pay when they have an absence due to an on-the-job injury is that correct continuation of pay (COP) and wage loss compensation (WLC) be computed properly.

The FECA Bulletin FB 13-03 explains the proper way to determine the pay a CCA will get in the continuation of pay period and when receiving wage compensation from the Department of Labor.

Wage loss compensation for a CCA has two separate formulas for determining the amount received: 1) Those CCA's who have worked in the CCA position for 11 months or more, and 2) those CCA's who have less than 11 months in the CCA position.

To verify the COP pay of an injured CCA, a copy of the information used by management to determine the amount is necessary. Copies of the injured CCAs' payroll journals, form 50's and work schedules will be utilized to check the calculation and file a grievance if necessary.

On the other hand, wage loss compensation from the Department of Labor is determined by the amount of hours work weekly over the last year.

You should verify this by requesting a copy of the second page of the CA-7 filed for wage compensation. This is the form used by management to show the DOL what you should be paid for an hourly wage. The second page is the Employing Agency portion that enters the pay rate calculated by management. You want to be able to see that there are no errors in this amount.

Your Treating Physician

THE FEDERAL EMPLOYEES COMPENSATION ACT GIVES YOU THE RIGHT TO SELECT YOUR TREATING PHYSICIAN WHEN INJURED ON THE JOB.

Choosing a doctor that has knowledge of the OWCP process and experience with the claim requirements can be crucial for a favorable decision.

In *all* types of claims, the claimant has burden of proof and this burden is met with accurate medical evidence supporting the injury and the relationship to the work incident or occupational disease. This information is provided by a competent doctor. Rational medical opinion is the medical evidence that includes a physician's rationalized opinion showing the causal relationship between the claimant's diagnosed condition and the implicated employment factors. This medical report must be the physicians' opinion showing the facts and medical background of the claimant, derived of reasonable medical certainty and also supported by medical rationale connecting the relationship between the diagnosed condition and the specific employment factors represented by the injured employee.

This is a large responsibility for your doctor. It is increasingly difficult to find a doctor to take on a new patient for a federal work injury. More and more we hear at the union office that "my doctor will not take workers' comp." It is important to establish a good relationship with your own primary care doctor to carrying this over into treatment for a work related injury. Your primary care doctor can treat you until you need more specialized care. Since this doctor has more of an interest in your best care you may fair well at the beginning of your claim.

There *are* good doctors out there that will work with you and the DOL/OWCP. There is also a list of doctors on the OWCP web' site, which is linked through the www.nale.org, Compensation Department left side links.

Article courtesy of the Center Line, MI Branch 4374 Volume 32 #5 newsletter

from the editor-guy

Four Letter Carriers retired recently. Four!! Molly Biggar, Ray Franey, Frances Gallegos and CeCe Hernandez have all chosen to hang up their satchels.

I told each of them that—as I’ve told many others—I hate to see folks walk out the door without acknowledging them in our newsletter. *Everybody* has a story and this

newsletter is a forum to share your own history. (Be aware that when *you* retire, you may find me there with a lot of pesky questions...

In a stark reminder of reality that life’s issues don’t go away in the midst of a happy occasion, Frances was faced with a family tragedy as she was entering retirement. She didn’t feel like she could focus on things unrelated to what she had to deal with. My prayers (and I’m sure that yours as well) go out to her.

And, as I close, I offer my congratulations to each of you! The four of you did it a day at a time and managed to persist through all of the joys and struggles! Enjoy that long and healthy retirement that you strove to reach. Stay in touch with the folks you worked with. We hope to join you some time in the future!

BASIL ZUNIGA



Molly Biggar

After thirty-three years and 8 months, Molly Biggar—in a much anticipated fashion—joined the “Last

Molly spent four years at East Bakersfield as a PTF and remembers the unit as being very friendly and a good place to work. When she was promoted to Regular, she was assigned as a Vacation Relief but eventually bid two routes before she got to her final assignment (Route 823) and was on that for almost nine years as she wound down her career.

Those years between making Regular and being assigned to Route 823 probably mirror the path taken by most Letter Carriers. While working at the Bakersfield Downtown Station (93301), there were ups and downs. Bitten twice (ironically by two different German Shepherds) seemed to be less of a problem than working with some of the supervisors that she remembers encountering. Although each of these supervisors did a number of different things to make her life difficult, she had no difficulty

Punch Bunch” on May 24!! That day was just one in a long series of days serving as a USPS Letter Carrier.

Following two weeks of training in October 1980, and three days with OJI Debbie Wiles, Molly was assigned to East Bakersfield (93305). And, when asked what her first day was like, she responded with a single, simple answer: “Scary!” Working for Station Manager Art Ornelas and Supervisor Freddie Castro, she began the process of becoming a proficient PTF. When asked who was the best Station Manager she worked for, there was no hesitation. She said, “Art Ornelas!” (However, if there was a “best”, there was also a “worst”... More on this later.)

There were some very memorable Letter Carriers who helped Molly survive that initial process; and, their names seemed to come easily to her when she was asked who some of the “Old Timers” were when she started out. (If you can remember some of these names, you might be close to becoming an Old Timer yourself...) She fondly remembers Rudy Magana, Lee Collaso, “FuFu”, Terry Hassett, Leo Walker, Tony Chavez, Ron Huggins, Al Corrella, Henry Garcia, Tony Garcia, Manny Munoz, Joe Santa Cruz, Ron Gregory, Richard Suniga, Jim Shropshire, Mario Muniz, Paul Hernandez, “Spider” Escalera, Debbie Wiles, “Boston” Debbie Anderson and Harold Rogers.

OUT THERE



Ray Franey

identifying them. Kathy Hunter was a 204-B who was memorable. Mona Castro-Vipam had been a clerk and didn't understand much about what Letter Carriers did. "Mona wanted to know why I had to shift mail around in the back of the vehicle. She also told me not to deliver to a vacant address—only it wasn't vacant! The company which received mail was located in the back of the building." And, last but not least, Crystal Southwood. "Crystal followed me into the lady's room at one business just to verify that I knew what time I was returning to the office. At the Downtown Station, Molly began to experience oppressive street observation. As she explains, "I began to feel lonely when the three supervisors that I mentioned, went on the street to look in on someone else." Molly was even accused of "jay-walking" when she walked across the street to deliver an Express by 3:00 p.m. And, the station manager who was orchestrating all of this was Theresa Guerra-Espinoza... Furthermore, she seemed to have no empathy for the working stiff's during family illnesses."

These were not pleasant experiences to undergo, but Molly knew that she did have access to some powerful protections. Three EEOs later, there was a transfer to Dole Court (93308). And—in her words—she said, "To me it was postal Disneyland," because Mike Towery was her Shop Steward and he knew how to take care of business! Also, this change led her to meet the person who she feels was the best supervisor that she ever had: Jamie Gonzales/Rikala at Dole Court. Jamie's comment while negotiating was, "You know what you are doing." And, then she went to the next Carrier. Such a nice feeling after working at Downtown Station!

Molly recalls some words of wisdom given to her by Gary Golden many, many years ago: "**Just do what they tell you to do. It gets them every time!**" And, Debbie Wiles told her, "No eye contact when negotiating!" In turn, Molly has some advice that she would like to share: "**FOLLOW INSTRUCTIONS NO MATTER HOW STUPID. ASK QUESTIONS FOR CLARIFICATION.** Don't give out your cell phone number. Use a pay phone and ask to be reimbursed the \$.50."

Molly shared that it was about one and-a-half years ago that she started to think about retirement. And, in answer to a self-evident question about when she knew that it was time to retire, her response was classic Molly — "There was too much!" Molly has no immediate plans that involve any kind of extensive traveling. She wants to concentrate on getting some health issues in order first.

If it was up to him, the entire notification that he'd retired would amount to a simple line: "**RAY'S RETIRED**" and that would be that. However, he did consent to talk a little about his life as a Letter Carrier.

Out there



This account is going to actually begin with some of his final comments when he was responding to questions. They are pretty significant and should paint a picture of what retirement may be like for you. (You should also take into account that he shared this as he was somewhere around Yellowstone National Park in Wyoming or Montana.)

Here is a little of Ray's wisdom: "Retirement is more of 'going with the flow'. I used to get really upset if we were taking a trip and we left a day late. I knew that I had to get back to work and it would really bother me because I had to schedule my life around somebody else's schedule. Now? It doesn't bother me one bit because there's no place that I have to be! When I was in high

Continued on next page...

school, there was always someplace that I had to be by a certain time. Same thing in college and *definitely* the same thing working for the Post Office. Now? I am on **MY** schedule!” So, how did he get to this point?

In 1978, faced with the possibility of earning \$3.65 an hour instead of the \$3.25 he was making working for the County, Ray decided that becoming a Letter Carrier was a good idea. After the initial training, Ray was assigned to Stockdale Station (93309) and found himself taking a different path than most. Because Dave Oscars was a 204B, his assignment as a truck driver was vacant and Ray held it until Dave’s return. For quite awhile, Ray didn’t carry any mail at all—unlike Larry Taverner who started when Ray did and was assigned to Hillcrest. Ray knew how good he had it and enjoyed being schooled by Art Hayes.

While working at the County, Ray had gotten to know a fireman named Dave McCarthy. During those early days of USPS truck runs, one of the stops he made was at Hillcrest. There, he saw a guy who looked just like Dave. Turns out that guy was Dave’s brother Paul McCarthy! They established an instant friendship which has continued to this day.

Eventually, the opt ended and Ray was assigned to Route 905. He recalls that one of the aggravating things that he encountered was dealing with “Typhoid Mary”. After a series of other stops, Route 902 became his final home until the day that he retired.

Ray used to think about retiring once in a while. It became a serious thing to think about once Annie retired.

(For those of you who don’t know, Ray and Annie were both Letter Carriers. They met sometime in 1979 when she was **OUT THERE**



sent over to route his flats for him. One conversation led to another and they were married in 1981; and—one thing led to another—and they have three children, Erin, Megan and Sean.)

Ray is looking forward to a little golf, a little fishing and a whole lot of that Grandpa stuff!

Cece Hernandez

In 1986, on March 6, Cecelia “CeCe” Hernandez started out her Letter career as a Clerk... What?

Cece found herself sitting in front of a Letter Sorting Machine (LSM). (Too many of you are probably unfamiliar with the LSM. Picture yourself—in those wee hours of the night—sitting in the clerk world at a seat, hour after hour, watching a seemingly endless stream of letters in front of you and having to punch on a keyboard a quick response to the flashing address so that the letter would be sorted to the correct unit. It was a soul sucking kind of an existence.) After three months, Cece took the opportunity to escape by becoming a Letter Carrier. And, you know what? We’re all glad she was able to do this!!

After two weeks at the GMF for the two week training program conducted by Letter Carrier Ray Pettis, CeCe was assigned to Stockdale Station (93309) as a PTF. Her OJI was “Robbie” Robinson; and, for three days, she got to work with him on Route 905 which was Robbie’s all-walking route. CeCe remembers thinking, “Wow! **This Work Is SO hard!**” It was *nothing* like working at the bank like she’d done for the last ten years!

When she started out, John Smith was the Station Manager and Allen Conner and Sandy Morales were the supervisors. “There were also a lot of good Letter Carriers who started out giving me pointers right from the first day: Cliff Fehdrau, ‘Robbie’ Robinson, George Perez, Alex ‘Gordo’ Alvarez, John Howlett, Mike Newton, Paul Zabala. And, of course, Alex Dang ...who still hasn’t retired!”

Cece also spent some time working at other units along the way. She worked for a few days at Larson, Brundage and East Bakersfield. She also spent about nine months at Hillcrest where she met another great bunch of people to work with and she established friendships with a few: Sylvia Long, Ronnie Mireles, and John Vasquez.

After becoming a Regular, CeCe found herself assigned to the all-walking Route 909. She worked this route for about two years and was then awarded a T-6 assignment to cover Routes 907, 909, 914, 915 and 922. Although she did a whole lot of walking, she would keep telling herself, “I am getting paid for exercising!” (And, in answer to your question about dog bites... CeCe says, “Yes, a small mutt. Like the ones that walk behind you and you don’t even hear them. I have a scar for life.”)

My last route was Rt. 922. When I bid, it was half walking. I lucked out. Because of the different changes throughout these past years, Route 922 was pretty much the old Route 916—which

OUT THERE



was almost all business. So, it turned out to be a nice retirement route. I think I was on route 922 for at least 20 years.

As she leaves, CeCe does have a message to share.

“To all who have shared these past twenty-seven years, the P.O. has given me the opportunity to work with you.

The local Union has done wonders for us Carriers!!

I am going to miss my Station Manager and even my supervisor. But, most of all, I am going to miss my co-workers — especially my Breaktime Girls: Rosemary Arauza, Elsie Flores, Cindy Flores, Sheila Reichert and Sharold McBride. *Those Girls!* We all started around the same time and I am going to miss them!

(A special Thank You also to my husband, children and grand babies!!!! Thank you for being the persons who you have become. You have made me so very proud!!)

Now, I know that as it’s time to turn the page on a new chapter, I *WILL* miss all of my friends at Stockdale— my second home!”

“Oh, The Places You’ll Go!”

CeCe Hernandez & Ray Franey

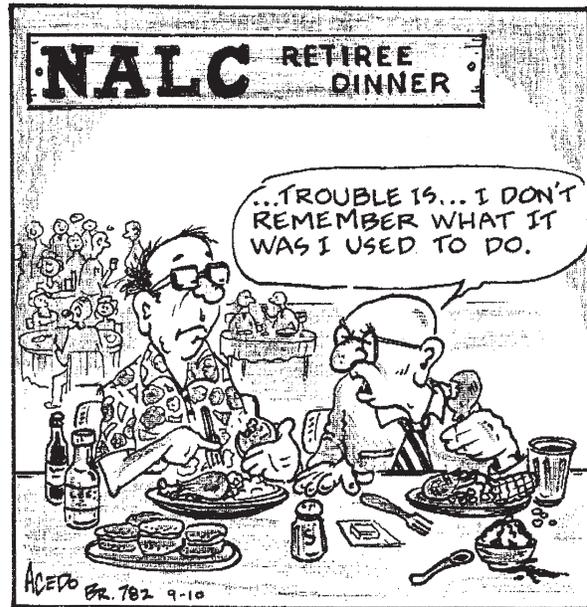
RETIREMENT PARTY!!!

Saturday June 28 at 6:30 p.m.

Location: “B Ryders” @ 7401 White Lane

Dancing from 8:00 until 12:00 midnite
(\$10 a person for DJ, cake and gifts*)
Everyone welcome!!!

OUT THERE



Buy your own food and drinks.
*Pay Cindy or James @ 661-616-7943
or Elsie @ 661-496-6683

Judy Sez~

This message is to all my Union Sisters and Brothers. I would like to thank you for voting me to be a delegate for Branch 782 at the California State Association Convention in Burlingame.

Going to the convention gave me the opportunity to meet other Letter Carriers from around the state. It was very interesting listening to them talk about what was going on in their units. I gained a great appreciation for the world that I work in.

The classes that I attended were excellent! I learned so much more information that will, hopefully, make me a better alternate Shop Steward. Attending also gave me a renewed sense of pride and purpose in what I do.

One important point which was brought up again and again was that the USPS is under attack. Letter Carriers need to be united in fighting to preserve jobs with benefits and security. Some in Congress seem to be looking for any way to perpetuate the lie that the Postal Service should not exist. Chipping away with things like going to 5-day delivery is only one of their threats. If you haven't joined us



in this fight to save your job, you'd better do some serious soul searching. Please don't wake up one day to find out that the plans you made for how your life is going to work out have gone up in flames...

JUDY "Snap Shots" KIYOSHI
93304 Alternate Shop Steward



Robert Nicholas 3rd Annual Tournament June 22, 2014 Patriot's Park

We'll start at 8:00 a.m.

- * Entry fee per team: \$100 CASH ONLY
- * Postal Employees & Spouses
- * Two females on field at all times

More Information? Contact Andrew Garcia @ 661-912-1087



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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.

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.

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Rick Plummer, Webmaster



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Non-Profit Organization
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Bakersfield, California
Permit Number 32

General Meeting Tuesday June 24, 2014 7:00 p.m.

Branch 782 Office
2628 "F" Street
Bakersfield, California

FORWARDING SERVICE REQUESTED

*Congratulations to
Molly Biggar, Ray Franey,
Frances Gallegos, and also
CeCe Hernandez!
Enjoy a long and
healthy Retirement!!*



Win \$500?

Each and every month Branch 782 sponsors a drawing to encourage *YOU* to come to our Meeting*. There was no winner in May. So, do *YOU* have a chance to win the \$500? Yup. Be there...

*The fine print: To win the money, you have to be present at the meeting! Can *YOU* say, "Make my day! Show me the \$\$!"? There is a \$500 cap.