

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



SPECIAL EDITION

JANUARY 2019



"Lee" Colasso and Lucinda Martinez



(L-R) Ceaser Zepeda 1204, Fernando Gonzalez 1202, Diane Ryder 1208, Lucinda Martinez 1201, Lee Collasso 1206, Kevin Vandiver T-6 (for 1204, 1202 and 1201, 1207 and 1203)

would most likely have told you that even he didn't think he was *EVER* going to want to... *He certainly had no plans to take that step.* But, then, came all of those "Damn Parcels!"

Ten people who wondered if they would ever move up to the top spot were: (in order of seniority) Randy Courson — 7/31/78; Robert Cruz — 6/13/80; John Rugnao — 3/30/81;

Continued on next page...

Congratulations, "Lee"! * August 22, 1967 until December 31, 2018

So, just for a minute, think about just what that means... 18,759 days (13,399 weekdays and 5,360 weekend days)

51 Years, 4 months and 9 days!

Lee carried the mail through heat, cold, fog, rain, dogs and things that all Letter Carriers deal with every single day...

Hopefully, this got your attention! "Lee" Colasso has been the most senior Letter Carrier in the city of Bakersfield for quite a number of years. That is probably obvious And, if you would ask many current or retired Carriers, you might have gotten the idea that he was *NEVER* going to retire. Had you asked Lee, he



Branch 782 Mike Towery presents an award and a copy of an OuT tHeRe cartoon book



"Lee" is the nickname of Eligardo Lopez Collaso. *In fact, officially, there is NO Lee Colasso.* He worried it might cause a problem when he tried to cash the check made out to that name from Branch 782 Treasurer Molly Biggar. It's a good thing that he was known at the bank!!

Continued from page 1... LEE COLASSO

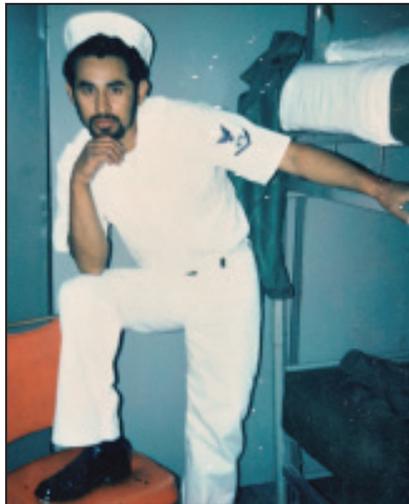
Diane Diaz — 8/10/81; Lorraine Clemons — 9/8/81; Alvaro Ramos — 10/3/83; Lisa Herrera — 1/9/84; Terri Perez — 2/4/84; Mario Marquez 3/384 and Richard Skinner — 4/2/84.

(Editor-guy note: Randy Courson, you are now the #1 Carrier on the Bakersfield seniority list! Congratulations!!! Oh. Also, Condolences!!! You're still clocking on in the morning...)

Long before he began his Letter Carrier journey, Lee had been a student at Jefferson Elementary and graduated from East Bakersfield High School in 1961. "Seeing the World" was high on his list of "I WANT TO DO THAT!" items and (with some degree of certainty) he joined the U.S. Navy to take care of that.



However, the Navy had other plans... After boot camp in San Diego, he completed the Corpsman "A" school and was permanently stationed at Camp Pendleton with the Marines as part of a staging battalion administering shots and maintaining records for those personnel deploying to Vietnam.

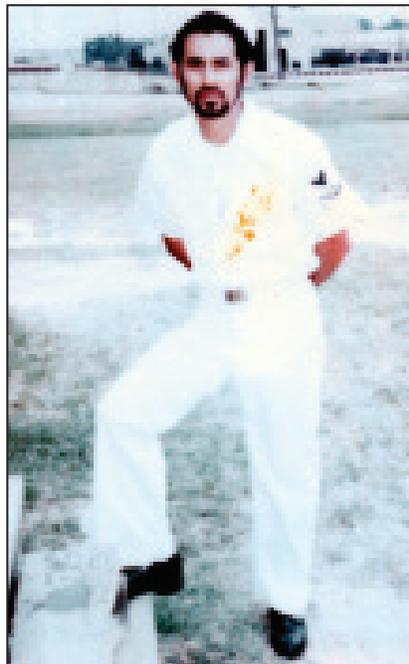


HM3 Collasso by his rack

For the remainder of his enlistment, at Pendleton, he was kept busy dealing with normal "attached to the USMC" corpsman duties.

(For some context, consider that this involved periodic treatment of those who had been stabbed or involved in other types of activity which had caused severe bodily harm...)

He must have learned quite a bit along the way. He was scheduled to be promoted to HM2 (an E-5); but, he decided that he would rather go back to the civilian world and return home to Bakersfield.



A Camp Pendleton corpsman at ease

There he was soon hired for a job at Farmer John Eggs. That was followed by work as a detail man at the Buick dealer which paid the bills, but then he heard about a possible job at the post office. All he had to do was take a test.

He remembers George Perez, Lance Williams, and Steve Nieto were the other "newbies" that were hired and that he was sent to the East Bakersfield Station. But, that was okay. He had grown up in "La Loma" and everybody in 93305 were his people!

While working for the Postal Service, Lee also did stints with the Seabees as well as the National Guard and he loved doing it!!



Lee says that Seabees and National Guard both wore green uniforms

Travel involved what he did in both organizations.



He remembers one deployment when they were out in the swamps of Mississippi and he and some of the other Seabees were having tractor races. It's amazing how much mud can be thrown up in the air by tractors going flat out!!!



Issued more than one bullet???

In the National Guard, he was sent to Puerto Rico as well as Korea undertaking duties which were given to them.

Without prompting, Lee shared that the main reason he made a decision to join the Seabees was because friends told him that they really liked to drink beer. Was an easy decision for him.

Later, he learned that the guys in the National Guard drank even more and he had another decision. *He discovered that he hadn't been lied to!*

Of course, this was back in those days when he was still drinking beer.

Most Letter Carriers start out as subs and wind up being sent to many different units. Lee spent time at the Annex on California Avenue before he was ultimately assigned to Station "A" in East Bakersfield. as the unit sub.

He became one member of quite a group of individuals at East Bakersfield who really became family! They celebrated birthdays, holidays, Saturdays, weddings and other events. They enjoyed each other's company.

Looking back, Lee admits, "I drank way too much beer..." Lupe Arredondo, who was also there at that time, underscored that fact by saying, "We *all* did!"

On the seventh day of January 2019, a number of individuals met at the Branch 782 office with Lee to swap stories that were part of their shared history.

Some of them had worked with Lee at East Bakersfield and two others knew him from either Camino Media or Dole Court.

The gathering was really a tribute to Lee. And, as another point to consider: The Lee Collaso



that recently retired is not the young man who started this career.



Mario Muniz, Pam Mauck, and Lee Collaso
the technology (scanners, DPS, etc. and etc.) in place now.

No. These old farts had a lot of stories to share...and they did!

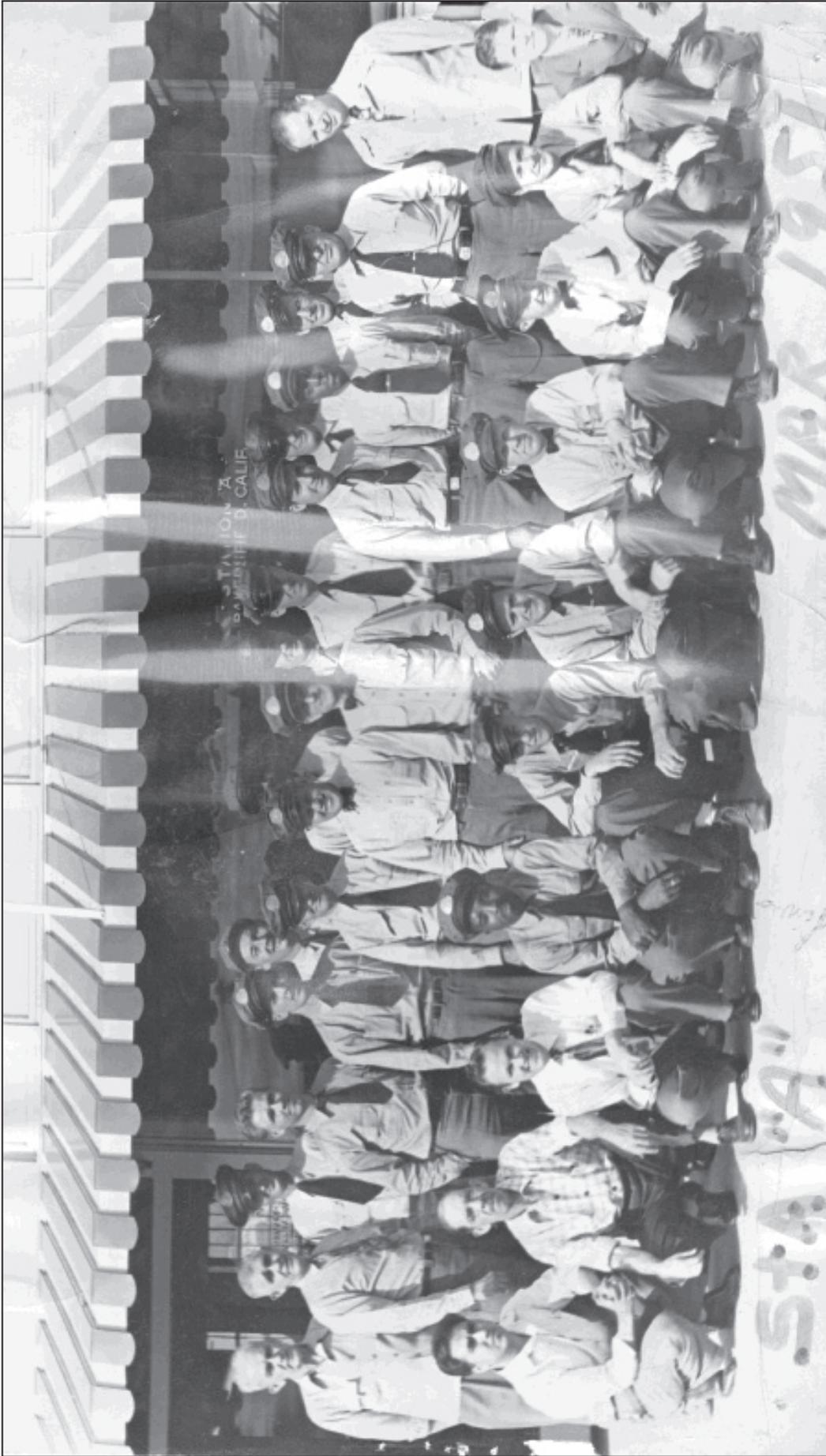
The Letter Carrier world was very different than the one where Carriers work today. It has to do with more than just

Continued on next page...



"Lee" Collaso enjoyed getting together with some of these folks who had worked with him at Bakersfield's Station "A"

(left to right and citing the year started with the Post Office) **Sitting:** Lupe Arredondo – 1978, Lee Collaso – 1967, Joe Santa Cruz – 1962, Pam Mauck – 1980, Homer Ruiz – 1960, **Standing:** Zeke Lopez – 1964, Mike Towery – 1973, Frank Thomas – 1969, John Wonderly – 1967, Mario Muniz – 1970, Basil Zuniga – 1979 and Rufus "Al" Lopez – 1978



1951 Picture long before Eligardo Lopez Colasso showed up to work as a mailman. Some were still around in '67.

Years of unfair work conditions and wages led to the unprecedented work stoppage against the U.S. government by postal workers in 1970

“... In 1954, Congress responded to NALC’s call for economic justice.

Congress passed a more realistic and fairer postal pay bill by landslide majorities—352-29 in the House and 69-4 in the Senate. The bill, however, stopped dead in its tracks in the summer of 1954, for Eisenhower, just as Calvin Coolidge had done in 1924, vetoed the pay bill.

One year later, on May 9, 1955, the president vetoed another pay raise for postal workers. Finally, in June 1955, a pay bill was signed into law—**letter carriers’ first pay increase in four years.**

Three months later, *The Postal Record* reported that “the average American family” earned \$5,520 a year before taxes in 1955 while the average letter carrier earned \$4,400—\$1,120 a year less. Yet, the 1956 Republican platform stated: “Good times in America have reached a breadth and depth never known by any nation.”

On August 1, 1957, letter carriers tried the unusual in their fight for better pay. The method: prayer. Tens of thousands of letter carriers throughout the nation paused from their daily tasks to pray for a salary increase. In hundreds of cities, clergymen appeared at the local post office early in the morning to conduct a short service.

In spite of this dramatic act of faith, PMG Summerfield and Eisenhower were unmoved. Another postal pay bill, approved by Congress, was vetoed by Eisenhower in September 1957. And not only did Eisenhower veto it, but he resorted to the pocket veto technique to kill it—waiting until members of Congress had gone home before announcing his veto decision.

At the same time, *U. S. News and World Report* reported that while the wages of workers in private industry had increased between \$20 and \$36 a week in the previous five years, letter carriers’ wages had increased by a mere \$5.50.

Summerfield tried to push a reclassification and salary plan through Congress.

The plan would have raised letter carriers’ wages an average of \$100 a year — **although some carriers would only have received \$10** — while raising some supervisors’ salaries by as much as \$5,000. The NALC was outraged at Summerfield’s insulting offer of such a pittance to carriers, who had not received a pay increase in three years.

Dissatisfaction welled up in the ranks of carriers. Although Eisenhower signed into law a pay raise on May 27, 1959, it did little to quell the mounting resentment.

By 1960, letter carriers were having serious financial difficulties. Many carriers worked two jobs to support their families, and their wives often were forced to work to supplement carriers’ meager income. A substantial number of letter carriers could not even qualify for an FHA loan to buy a home.

Congress responded by passing a pay bill in June. But Eisenhower, in his last year as president, vetoed the legislation. On July 1, 1960, Congress overwhelmingly overrode the veto — one of only two of the 169 Eisenhower vetoes to be overridden in eight years.

In early February 1970, (President) Nixon deferred a wage increase scheduled for July 1.

1970 A Strike Is Called

New York was the center of the drama, for the city itself had been a cauldron of social unrest, with protests against the Vietnam War, urban race riots, strikes by teachers, transportation and sanitation workers dominating the news for several year.

The NALC Branch 36 vote on March 17, 1970 at the Manhattan Center dragged on until around 10:30 p.m. Some 30

minutes later, the results were announced to the members: 1,555—yes; 1,055—no. NALC’s largest local had chosen by a 3-to-2 margin to strike against the U.S. Government regardless of whether the national union joined the strike.

And then the wildfire swept the nation: Branch 34, Boston, Massachusetts; Branch 157, Philadelphia, Pennsylvania; Branch 1, Detroit, Michigan; Branch 40, Cleveland, Ohio; Branch 84, Pittsburgh, Pennsylvania; Branch 214, San Francisco, California; Branch 9, Minneapolis and Branch 28, St. Paul, Minnesota; Branch 47, Denver, Colorado; Branch 11, Chicago, Illinois. In large and small communities alike, from coast to coast, letter carriers and postal clerks walked off their jobs, joined the picket line, and dug in for the duration. By March 23 the strikers numbered over 200,000 strong.

By April 2, the parties reached an agreement they believed would satisfy the demands of the carriers and clerks who, at great personal risk, had defied both the federal government and their national leaders.

The ‘Memorandum of Agreement’ expressed the postal unions’ and the Department’s accord in four basic areas: pay increases totaling 14 percent — 6 percent retroactive to December 27, 1969, and another 8 percent effective whenever a postal reform bill was enacted; support for the establishment of an independent postal authority; collective bargaining over wages, hours and working conditions with unresolved issues to be settled through final and binding arbitration; and “compression” of the time required for postal workers to reach the top step of their grade level from 21 years to eight.

Congress quickly approved the 6 percent retroactive pay increase, and this became law on April 15.”

These discontinuous sentences are excerpts from *Carriers in a Common Cause — A History of Letter Carriers*. They are a short summary of events that many Carriers lived through.

Backdrop to the Letter Carrier world 1950s – 1970s



*This 1952 Picture captures a slice of a moment in time
when Station A was still on Jackson Street — before zip
codes, before air conditioning in buildings, before DPS,
and some Carriers even delivered from bicycles..*



1961 Station “A” Outside (List of names #1 - #34)

Listed on handwritten note on back of picture:

Tinzie Jackson, Mike Gonzalez, Kenny Jerome, Rudy Magana,
Walter Heer, Ralph Ware, Robert Huert, Floyd LeMoine, T. St. Johns, Ollie Lewis, Harold Blunkall, Armando Carillo,
Earl Jenkins, Joe Meyers, William Lewis, Fred Cardiel, R. Knapp, Harold Brown, A. Batson, Dick Powell, George Hecart,
Larry Curtis, Vernon Jackson, Manuel Munoz, Joel Gutierrez, Glen Harbin, Jack England, Moses Kelly, Barney Wright,
Eldon Fletcher, Ray Clapp, Buck Black Forest, Paul Gailey

AT LAST, IT'S MY TURN

by Patty Rachdi

Portland, Oregon Branch 82

Professional Retiree since November 2018

I saw my friends go
They clocked their last ring
They left me behind
It was a terrible thing

I thought, wow, how lucky
They are to be done
Their life will begin
They'll have so much fun

I never expected to feel quite this way
A little uneasy, unsure of my way

What time will I get up?
What will I wear?
How long will my lunch be?
Will anyone care?

Who will I visit?
What will I do?
I'm sure I can find
Many great things to do

To you who continue
Each day without fail
To case and to carry
To deliver the mail

Remember, be proud, be patient, you'll see
You'll earn a new job title
Professional Retiree

This is a poem originally published in the
November 2018 Portland, Oregon NALC Branch 82 B Mike

Why would anyone ever want to retire??

"Out tHeRe"



OUT THERE



Originally published April 2009

OUT THERE



Originally published in our newsletter in 2007

"Out tHeRe"



East Bakersfield Crew (Early 80s)



FRONT ROW: Mario Muniz, Paul Hernandez, Alfred Martinez, Jim Shropshire, Joe Santa Cruz, Fred Ramirez, Harold Rogers

BACK ROW: Paul Aguirre, Unknown gas station attendant, Doris Williams, Tony Chavez, Rudy Magana, Dale Baker, Steve Nieto, **XXX**, Al Corella, Bill Thomas, Molly Biggar, Sandy Morales, Debbie Gaona-Wiles, Irene Castanon, Ron Gregory, Ray ??, Pauline Best, Cindy Hicks, Richard Tucker

East Bakersfield Crew (Late-80s)



FRONT ROW: Lee Collaso, Lupe Arredondo, Richard Suniga, Alfred Martinez, Alex Trujillo, Juan Rivera, Sophia Subia, **XXX**, Audrey Neal, Joe Contreras, **XXX**, Joe Santa Cruz, **XXX**, Sandy Doll

BACK ROW: Paul Aguirre, Larry Taverner, Brian Shellcross, Pauline Best, Kim Gerdes, **XXX**, Rick Gerdes, Celestino, Raynolfo Moya, Jim Shropshire, James Nutt, Mary Williams, Joy Cordova, Darlene Haskins, Regina Fierro, Harold Rogers, Karen Young, Esther Gerner, Gail Gahart, Rudy Magana, Marion Gunn, Lee Guerra, Bob Boshears, John Ross



EAST BAKERSFIELD STATION

FRONT ROW: Karen Young, Mary Breeding, Duane Huse, "R.C." Castruita, Joe Contreras, Paul Aguirre

BACK ROW: Harold Rogers, Rudy Magana, Lee Collaso, Richard Delre, XXX, Jose Gonzales, Rick





PHOTO (Individuals are named left to right)

Henry Garcia, Postmaster Art Ornelas, Susie Miranda, Juan Rivera, Gail Gahart, Esther Gerner Gerdes, Joy Cordova, Elsie Flores, Lupe Arredond, Mario Muniz, George Vaquera, Mary Baltazar



Continued on next page...

Tales of Yore

Dreaming of retirement? I'll bet you can't wait for the day when you finally lay aside the bag, put down your burden and never have to think about carrying mail again! Well...not so fast.

Sometimes after retirement, many Carriers (myself included) report that they find themselves plagued by persistent and un-

OUT THERE



Originally published 2002

pleasant dreams (nightmares, *actually*) where we are, of all things, still out there on a route carrying mail.

AND, IT'S NEVER, EVER A GOOD DAY!

The weather is always bad. The mail is always super heavy and supervisors are always out there

lurking in the bushes. The dogs are the size of lions, with teeth like razor blades, and you can never *quite* get your straining fingers on that dog spray lost in the bottom of your bag.

And, as you might expect, it's *always* inspection day and you are always way behind. Inevitably, you even manage to (somehow) lose your pants somewhere along the way!

I nod, yes.

"Was it zombies? Or a vampire chasing you?"

"Worse than that?" I say. **"It was a 204-B... with another damnable relay for me to carry!"**

"Tarnation, you poor boy!"

And don't think this is just a short-term plague!

I've been retired twelve years now and, while they have tended to fade in time, I had one of these dreams just the other day. I call them "Phantom Carrying Dreams". (Think of the concept along the lines of "phantom limbs" that still hurt even though they're no longer attached to your body.)

Mark Woodbury, NALC Branch 2555 Editor

That last dream I had a few days ago: Besides heavy mail, I was delivering a couple of bulky office chairs up a long hill. It was a very tall hill — so tall that I had to alternate carrying a chair for a while, then I'd put it down and go back and get the second chair and tote it for awhile.

Of course the chairs had wheels. So, huffing and puffing, I was carrying one chair when the other one got loose and started rolling back down the hill. I was like Sisyphus there for awhile.

Not helpful is the fact that my dreams tend to be vivid, very elaborate and persistent. I can easily have the same dream last for the whole night. In the dream where I was carrying the chairs, my wife woke me with an ungental elbow to the ribs. She said I had been moaning and complaining in my sleep for hours.

I told her if she knew I was suffering, she probably could have woke me earlier. It would have saved me a lot of work! She said, **"I figured we could use the overtime."**

HA, HA.

So, then I went to the bathroom, had a drink of water and — still rattled a bit — I read a little, wrote a little (occupational hazard), and after about an hour went back to bed. **I immediately re-entered my dream exactly at the point I left it!**



Originally published September 2003

I toted the chairs back up the hill (*minus trousers*) and eventually finished the route. And — when I finally got back to the post office — the supervisor asked me, **"Why were you three hours late?"** I told him, **"The damned chairs kept getting away from me!"**

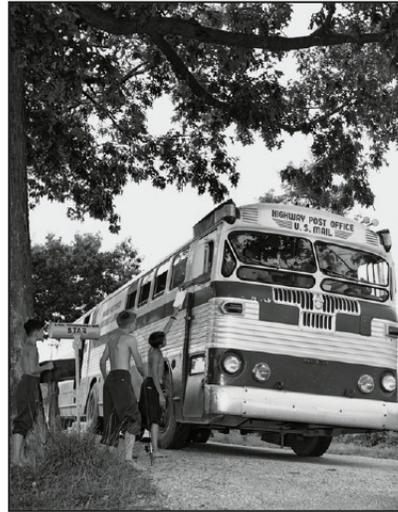
Since, I originally wrote this several weeks ago, I've had another carrying dream. In it, my daughter (Marites) was carrying mail. I had been assigned to help her out.

After several hours, we met at a restaurant for lunch. Leaving the restaurant she said, **"Say, Dad, I thought you parked your postal vehicle here out front?"**

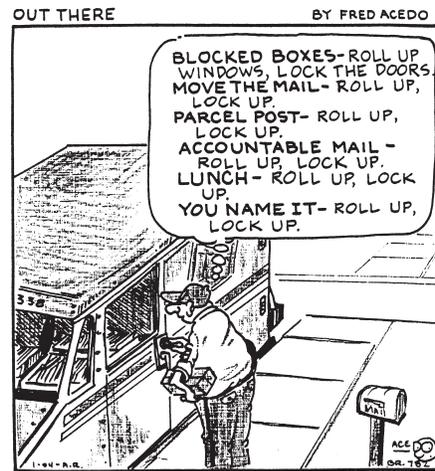
"I did."

"Well, it's gone now... Did you forget to lock it?"

Article courtesy of a good guy — Mark Woodbury! Originally published in the East Lansing, Michigan December 2018 NALC Branch 2555 SPARTAN VIEWS



*Lee started in 1967.
And, Carriers used
many, many vehicles along the way...*



Originally published March 2004



Originally published January 2004



And, over the course of 51+ years, so did he!

Continued on next page...

The gathered retired Carriers remembered delivering mail out of “Mailsters”. These three-wheel delivery vehicles had a two-stroke gasoline-powered 7.5 horsepower engine with a safe top speed of 35 miles per hour. Some of the the Mailsters had bicycle handlebars, air brakes and, if a corner was rounded too quickly, were “reportedly” prone to tipping over.



1964 “Westcoaster” Mailster



Zeke Lopez, John Wonderly and Joe Santa Cruz discussing the Westcoasters

With heads nodding and big grins, many of the old-timers noted that they’d experienced having to get up and tip a vehicle back up before continuing delivery. Someone

remembered that Fred Acedo had tipped one over and had gotten his arm caught in such a way that he couldn’t get out from under the vehicle. As luck would have it, a *Bakersfield Californian* photographer happened to be there. He took a picture that was printed in the next edition. Everybody said it could have been them.



Lee Collasso and Mario Muniz

Basil Zuniga mentioned that Fred Acedo had said that his supervisor hadn’t gotten upset that the vehicle had tipped over. He was just upset that, in the picture, Fred was smiling. With a rueful grin, Zeke Lopez acknowledged that *he* was the guy supervising the day that it happened.

Homer Ruiz spoke about the time a “milk truck” he was in had hit a patch of water and mud in Oildale and got stuck. The slippery surface and ankle-deep mud didn’t give him any traction to work with and he didn’t know what he was going to do. A customer came out to see what was happening and she told Homer to wait and she would be back in “just a minute”. She came back with a tractor, slapped a chain on, and he was back on the road.

The Mailsters provided an interesting delivery method which was utilized... As described by the old-timers, one could roll up to a curbside box and hit a lever on the left side to engage the hand brake. The Mailster would *slow* — not really stop — and the Carrier hopped out, dropped the box lid, deposit the mail and close the box before the vehicle rolled slowly past the delivery point. A tap to lever disengaged the brake and the Carrier would roll up to the next box and do it again. An experienced person could do this quickly, safely and efficiently. **AND THEY DID!**

There was a litany of vehicle vehicles that were mentioned as they talked about what it had been like back then: Internationals, 1/4 tons, 1/2 tons, and they even remembered when bicycles had been used to deliver the mail!

“Back in the Day” the East Bakersfield Station was on Kentucky Street. There were many homeless people all over the streets in the neighborhood. There was also a lot of crime being committed. The parking lot had no fence. The postal jeeps had gas siphoned out of them on many, many occasions. One day, when they were out checking their vehicles, the Carriers noticed that someone had stolen the hood of one of the jeeps!

On Saturdays after hitting the street, many of the the 05 Carriers would have breakfast at “The Arizona” before beginning their street duties.

A variety of side conversations seemed to pop out all over the conference room in the Branch 782 office as new thoughts seemed to springboard new conversations.

Lee brought up the fact that there wasn’t a whole lot of Mexican food available when he was stationed with the USMC at Camp Pendleton. However, he soon discovered that many of the ladies who worked in the mess hall were Mexican and they brought a variety of dishes which usually involved beans, rice and — especially — tortillas. After he learned their names, they started offering him some. He would come out of the galley with a plate of that food and soon other guys started asking him where it had come from. He told them that they could probably buy a plate for \$5 if they talked nicely to the ladies in the back.

When Rufus heard Lee talking about tortillas, he shared that when he’d gotten to boot camp it had been interesting. He’d grown up with tortillas as *the* “utensils” when he ate. There were none available when he sat down to eat. Forks were new and a little mysterious. But, since he was really hungry, he soon figured out how to eat everything on his plate!

Since these old-timers had all started in the 1960s, they’d all been around to experience the wages and working conditions which had led to the Postal Strike in 1970.

John Wonderly had an interesting personal Strike memory that was a little unique to the recollections the others had.

During that period, John was a member of the National Guard. President Nixon declared a national emergency and ordered the members of the National Guard to report for duty and deliver the mail. John made about fifteen trips delivering parcels in a military jeep— and he wasn’t getting paid! He wasn’t a strike breaker, he was just a “poor schmuck” following orders in compliance with his military oath to “... obey the orders of the President of the United States and the orders of the officers appointed over me...”



Speaking of getting “railroaded”, Joe Santa Cruz started as a mailman in Oakland and later became a clerk aboard trains for the Railway Mail Service in 1965. There are some fascinating parts of this story of mail delivery and pick-up to small towns where trains did not even stop. (See the Smithsonian National Postal Museum website.) As cited on that website, “The clerks were the elite of the Post Office Department. From 1864 to 1977, they traveled across the country aboard rickety rail cars in the pursuit of delivering mail to the masses. They courageously faced everything from unpredictable weather, robberies, and wrecks, all the while touting their motto ‘The Mail Must Go Through..’”) Part of Joe’s uniform while on duty included a loaded revolver.

He transferred to Bakersfield in 1967 and was assigned to the Annex. He then went to Station “A” on Jackson St. and then on to Kentucky St. Not really a problem. He’d been raised in La Loma!

At one point, the discussion turned to Letter Carriers who had been at East Bakersfield: Harold Rogers, Rudy Magana, Leo Walker, Tony Chavez, Frank Tesch, Ollie Lewis, Connie White, Manuel Munoz, Tony Garcia, Ron Huggins, Bob Colburn, Angelo Angelo, Al Corella, Ron Gregory, Richard Suniga, Barney Wright, Spider Escalera, Fred Cardiel, Larry Lowe, Terris, Byron Morgan, Alfred Martinez, George Perez, Frank Thomasy, Bill Leslie, Lance Williams, John Wonderly, Larry Curtis, Steve Nieto, Kenny Toll, Joe Santa Cruz, Charlie Norman, Lance Williams, Raul “FuFu” Alonzo, Mario Muniz, and others. Sadly, too many of them have passed away.



(l-r) Chris Pimienta, “FuFu”, XXX, “Spider”, Richard Suniga, Ann Suniga, Lupe Arredondo, Lee Collaso and Joe Santa Cruz,

A thread which seemed to wind itself through various parts of this tapestry of everyone’s memories was “Serban’s”. It was a bar/tavern which was apparently the unofficial headquarters of the Station “A” workforce. Although Serban’s sponsored the unit softball team which played in the Post Office tournaments, that investment was paid off soon with the amount of beverages

purchased by Lee and everyone else. At that time, there were no postal co-ed softball teams. *There definitely were NO women on what the players referred to as the “Serban Red-Eyes”!*

Mario Muniz remembers that players on the other station teams used to anticipate that the Serban’s East Bakersfield team might not do so well because they always showed up for games in what seemed to be somewhat of a hungover state — **BUT, “THE RED EYES” KEPT KICKING BUTT!!** Mario also shared that, “Lee was usually a substitute on the softball team. But, he was pretty good at making sure that the beer was always cold and available when we came off the field after each inning! He was the best possible teammate!! Yes, he was!!!”

Barney Wright was one name at Station “A” in the 1960s which seemed to evoke respect. He was *THE* old-timer. He was a big man and he delivered out of a giant satchel. (Most seemed to think that he had taken an over-sized push cart satchel, added a shoulder strap and carried all of Baker Street in one loop!)



Basil Zuniga and REAL satchel

There is an old leather satchel in the office which was donated to Branch 782. But, it is NOT the big satchel that Barney Wright used to carry. Our leather satchel weighs six pounds, That’s just a number unless one compares it to the weight of the blue satchels which are now part of the world of Letter Carriers today. The blue satchel weighs two+ pounds. Still doesn’t mean much? Try picking up that leather satchel if you’re ever in the office...

(Editor-guy note: When they showed up to hang out with Lee Colasso, the old-timers seemed to gravitate to the unit pictures posted on the wall at the Branch 782 office. Those old black-and-white pictures seemed to conjure up memories and everyone seemed to make various comments as they would see the faces.



Time after time — although the names of the people in the frames seemed a little hard to attach as memories had faded — there was still a sense of nostalgia by all of them for the by-gone days.



It was an interesting process to see and listen to each of them.

Continued on next page...

When I started my postal career, the old-timers were folks who had probably started after the end of World War II. I know many of them were WWII Veterans. If they started in 1946, they would have had at least 33 years in the post office when I started in 1979. The people who got together with Lee Colasso in the office on January 7 (many of whom had started in the early 1960s) had probably worked with Carriers who started their careers in the 1930s!



Mike Towery and Lee Colasso

USPS manager he'd ever experienced in his long career. During an interview a few days before the gathering in the office, he shared this about that manager, "Although she might have known how to do all of her post office paperwork, she had *terrible* people skills!"

To look at the flip side of that question, during that same interview, he was asked this — "Who was the *best* manager?"

With no hesitation, he responded, "Zeke Lopez." This was said on a day that had been years since he'd seen Zeke. (He had no idea that he would be meeting with him on our office only a few days after he'd retired! Says a lot for the character of Zeke Lopez who ultimately retired as the Postmaster of San Diego, CA.)

Oddly enough, when he was questioned about dog issues, Lee could only remember two. *In the entire fifty year career, he could only remember two...* Although they must have been extremely memorable, he didn't particularly want to share much in the way of details.

Looking back now, Lee explains that, "I didn't want a whole lot of fuss over my retirement. I came into the job without a lot of fuss and I wanted to go out the same way." However, as he goes out the door, he does offer some important perspective: "I loved my job. Too many people seem to hate it. If you don't like it, quit! Find something that you want to do."

Although he didn't want "a whole lot of fuss", the fact that he was able to spend **OVER FIFTY YEARS** being a Letter Carrier is worthy of respect and recognition! As he — **or any retiring Carrier exits** — it *should* be with a special acknowledgement!

A few weeks after retirement, Lee finds that he is struggling to find a new routine. After clocking in as a Letter Carrier for over fifty years, that is understandable. He does have two sons who have indicated that they can use his help with their business...



Lee Colasso, Lupe Arredondo and Rufus Lopez

With that in mind, think about those who YOU think of as old-timers. They might have started carrying before you were born...

I guess this doesn't really mean much of anything. For me, it was just fascinating to see the reactions of old-timers in my own personal history seeing the pictures of folks on the wall.)

Eventually, Lee bid out of East Bakersfield and went to a really sweet route at Camino Media. There, he encountered the worst

Pictures of the gathered old Station "A" guys courtesy of Branch 782 Photographer Anita Holderman



'05 Vintage pictures courtesy of Branch 782 Retiree Lupe Arredondo

To help Lee remember the Dole Court gang, here is the schedule which records him assigned to Route 1206 before his last day of work on December, 31, 2018.

He will be missed by all!!



Pictures by Lucinda Martinez

Dole Court Carriers		12-29-2018 through 1-4-2019							Pay Period 1 Week 2				
UNITED STATES POSTAL SERVICE		F	A	B	C	D	E						
		29	30	31	1	2	3	4					
		Sat	Sun	Mon	Tue	Wed	Thu	Fri					
R801	Christopher Rodriguez	08:00	C		X00K		HOLIDAY	NS					
R803	Dewen Patterson	08:00	TBD	807	X00K	WK-835	HOLIDAY	803	812	828			
R805	Gregory Barraza	08:00	D		X00K		HOLIDAY		NS				
R806	Ana Salinas	08:00	A	L	X00K	NS	HOLIDAY	L	L	L			
R807	Soledad Arcila	08:00	F	NS	X00K	OPT 93311	HOLIDAY	OPT 93311	OPT 93311	OPT 93311			
R809	Ricardo Obando	08:00	B	AL	X00K	WK-808	NS						
R810	Shari Sharp	08:00	E		X00K		HOLIDAY						NS
R811	Jesair Saunha	08:00	F	NS	X00K		HOLIDAY						
R812	Teresa Ortega	08:00	D		X00K		HOLIDAY		NS				
R813	Steve Carter	08:00	A		X00K	OT-813	HOLIDAY						
R814	Jeffrey Harrington	08:00	E	DSI	X00K	DSI	HOLIDAY	AL	DSI	NS			
R815	Laura Gordon	08:00	F	NS	X00K		HOLIDAY						
R817	Max Hawtley	08:00	D		X00K		HOLIDAY		NS				
R818	Paul Hernandez	08:00	B		X00K	HOLIDAY	NS						
R819	Barbara White	08:00	E		X00K		HOLIDAY						NS
R820	Yolanda Agredano	08:00	D		X00K		HOLIDAY		NS				
R821	Ralph Mueller	08:00	E		X00K		HOLIDAY						NS
R823	Tamara Foshee	08:00	F	NS	X00K		HOLIDAY						
R824	Eswaldo Ruiz	08:00	C		X00K		HOLIDAY	NS					AL
R825	Jason Munoz	08:00	B		X00K	WK-825	NS						
R826	Evelyn Gaulhier	08:00	E		X00K		HOLIDAY						NS
R828	Steven Friedle	08:00	D	AL	X00K	AL	HOLIDAY		NS				
R829	Jennifer Shumasy	08:00	F	NS	X00K	LD-GMF	HOLIDAY	LD-GMF	LD-GMF	LD-GMF			
R830	Jennifer Hernandez	08:00	B		X00K	HOLIDAY	NS						
R831	Glenn Ryder	08:00	A		X00K	OT-831	HOLIDAY						
R832	Daniel Medina	08:00	A	AL	X00K	NS	HOLIDAY						
R835	Debbie Guillet	08:00	A	AL	X00K	NS	HOLIDAY	AL	AL	AL			
R836		08:00	F	NS	X00K		HOLIDAY						
R1201	Lucinda Martinez	08:00	B		X00K	HOLIDAY	NS						
R1202	Fernando Gonzalez	08:00	E		X00K	AL	HOLIDAY	AL	AL	NS			
R1203	Michelle Hall	08:00	A	AL	X00K	NS	HOLIDAY	AL	AL	AL			
R1204	Cesar Zepeda	08:00	F	NS	X00K		HOLIDAY						
R1206	E. Collazo	08:00	D	AL	X00K	AL	HOLIDAY		NS				
R1207	Mary Aleman-Ziemer	08:00	C	L	X00K	HOLIDAY	HOLIDAY	NS	L	L			
R1208	Diane Ryder	08:00	A		X00K	OT-1208	HOLIDAY						
R1209	Hermilia Encinas	08:00	C	L	X00K	HOLIDAY	HOLIDAY	NS	L	L			
T1200	Kevin Vandier	08:00	D	1204	X00K	1203	HOLIDAY	AL	NS	1202			
T800	Denise Resam	08:00	E	opt 1206	X00K	WK-1206	NS	EPT 1206	OPT 1206	OPT 1206			
T801	Ana Jimenez	08:00	B	OPT 93307	X00K	HOLIDAY	NS	OPT 93307	OPT 93307	OPT 93307			
T803	Mansela Rodriguez	08:00	C	815	X00K	828	HOLIDAY	NS	828	821			
T804	Moninder Gill	08:00	D	823	X00K	832	HOLIDAY	824	NS	814			
T806	Jorge Bellan	08:00	C	811	X00K	830	HOLIDAY	NS	AL	AL			
T1201		08:00	B	829	X00K	HOLIDAY	NS	1208	1208	810			
T801		08:00	E	93306	X00K	93306	HOLIDAY	93306	817	NS			
UJAR	David Trein	08:00		opt 1207	X00K	opt 1207	HOLIDAY	NS	opt 1207	opt 1207			
CGA	Eric Celedon			OPT 814	8:00	OPT 814	HOLIDAY	OPT 814	DPT 814	10:00			
CGA	Deidra McMillan			OPT 803	8:00	OPT 803	HOLIDAY	10:00	DPT 803	OPT 803			
CGA	Tiffany Lutz			10:00	8:00	L	HOLIDAY	L	L	L			
CGA	Jeremy Reed			OPT 835	AL	10:00	HOLIDAY	OPT 835	DPT 835	OPT 835			
CGA	Gerardo Renteria			10:00	8:00	OPT 807	HOLIDAY	OPT 807	DPT 807	OPT 807			
CGA	Juan Salcido			10:00	8:00	OPT 829	HOLIDAY	OPT 829	DPT 829	OPT 829			
CGA	Kyarr Thiba			DPT 1203	8:00	10:00	HOLIDAY	DPT 1203	OPT 1203	OPT 1203			
CGA	John Guingao			10:00	8:00	10:00	HOLIDAY	10:00	10:00	10:00			
CGA	Todd Pitcher			10:00	8:00	10:00	HOLIDAY	10:00	10:00	10:00			
CGA	Nicholas Nevarez			10:00	8:00	10:00	HOLIDAY	10:00	10:00	10:00			
CGA	Ali Buesillos			10:00	8:00	10:00	HOLIDAY	10:00	10:00	10:00			
CGA	Jose Fuentes			10:00	8:00	OPT 836	HOLIDAY	OPT 836	DPT 836	OPT 836			
CGA	Gabriel Salazar			10:00	8:00	10:00	HOLIDAY	10:00	10:00	10:00			
CGA	Ronald Rush			10:00	8:00	10:00	HOLIDAY	10:00	10:00	10:00			
CGA	Janette Munoz			10:00	8:00	10:00	HOLIDAY	10:00	10:00	10:00			
CGA	Kamille Rhym			10:00	X00K	10:00	HOLIDAY	10:00	10:00	10:00			

Congratulations, "Lee"!



Some folks who had worked with Lee at East Bakersfield in the 1960s heard he'd retired. They got together to congratulate him.

Although Lee didn't want any kind of fuss when he retired, people at the Union meeting wanted to make sure that he *did* know that he was appreciated for his many years of service!!



NALC Branch 782 General Meeting January 23, 2019





National Association of Letter Carriers
 "Golden Empire Branch 782"
 2628 "F" Street
 Bakersfield, California 93301



NALC BRANCH 782 E.A. BAKER UNION UPDATE

SPECIAL EDITION

JANUARY 2019

Congratulations, "Lee"!

August 22, 1967 until December 31, 2018



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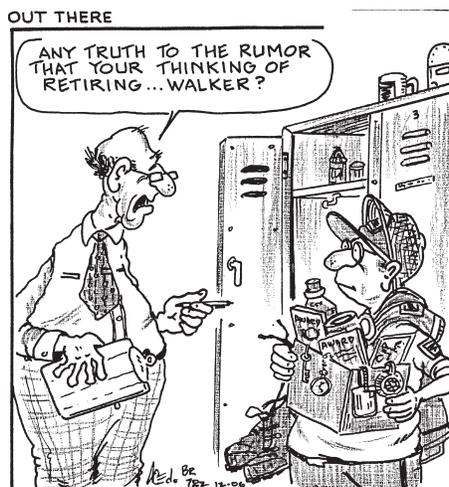
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Out there Views from Fred Acedo...

Retirement after 55+ years of Federal Service!