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### Since my retirement

I've spent a lot of time at the Minnesota Historical Society's Library in St. Paul doing research on family history projects. In the process of doing this I've often become side-tracked reading through the old newspapers that are kept there. It always catches my eye when I notice something written about the post office or the people and events associated with it.

I thought in the spirit of celebrating the **Branch's 130th birthday** this year it might be interesting to share a bio about a Branch 9 member from the old days. I had been reading a 1929 Minneapolis Tribune newspaper when I came across a letter carrier named Joseph Reycraft. It turns out he was a charter member of our local union. As we rightfully memorialize our military veterans I believe it is also important to consider the same in remembering labor union veterans like Joseph. I like to be mindful in remembering these folks who had postal careers long before we ever came along. If it hadn't been for the hard work and dedication passed forward by these union letter carriers it is unlikely we would be enjoying today's benefits of a living wage job and the quality of life made possible by it.

It was reported in the Minneapolis Morning Tribune on May 7, 1929 "Letter Carrier Retires After 41 Years' Service". The story continues, "After 41 years of service with the Minneapolis

*Reycraft cont'd on page 4*

### Revolt of the Good Guys: Remembering the 1970 US Postal Strike

By David Feldmann

This March marks the 50th anniversary of the 1970 postal strike. In March of that year, postal workers across the country struck the federal government for better pay and working conditions after years of stagnating wages, mistreatment by postal management, and an indifferent Congress which refused to address and resolve any of the key grievances of the nation's letter carriers employed by the US Post Office Department (the predecessor to today's US Postal Service). Until 1970, this dynamic seemed unlikely to change - indeed, it took the largest wildcat strike in US history to make it change.

In New York City, where the strike began, despite opposition from postal management and union leaders alike, most postal workers were eligible for welfare benefits, yet Congress would not vote in favor of granting raises to the postal workforce. Year after year, letter carriers worked for low pay in increasingly decrepit postal installations. At that time, a carrier started at an annual salary of \$6,176 and didn't reach peak pay of \$8,442 until they had twenty years on the job. In areas with high

costs of living, even peak pay put postal workers below the poverty line. Beginning with carriers represented by Branch 36 in New York City, the strike soon included over 200,000 workers in multiple postal crafts - mail handlers, clerks, and ancillary employees. As federal workers, every one of these strikers was engaged in an illegal labor stoppage and faced termination and possible imprisonment, which begs the question: Why did these workers risk everything?

This very question was asked of a letter carrier walking a picket line by a news reporter in the midst of the strike (a video clip of which can be seen in the AFL-CIO produced documentary, *The Strike At 40*, available on YouTube): "What if what you're doing is illegal?" "I don't care. Now, I know it's against the law...if they want to put me in jail, put me in jail. But they haven't got a jail big enough to put all of us in!"

While these straightforward words of defiance were common among the rank-and-file, union leadership was much more cautious and diplomatic. In fact, the NALC never openly called for a strike and made a point of ordering strikers back to work after the initial strike vote in NYC. Eventually, as carriers in city after city followed suit and

*Revolt cont'd on page 7*

**\*For the latest updates on Branch 9 events and functions, due to COVID-19, check our Branch 9 Facebook page and website @ [www.branch9nalc.com](http://www.branch9nalc.com)**

### RETIREMENTS



Dan Gubbin (Main Office) Last Punch  
Enjoy your retirement.



Randy Bollinger (Andover) with  
Steward Pat Paplow  
Happy retirement.



Nate Pelto (Golden Valley) with  
Stewards Joe Tiemann and  
Metusala Onduto  
Best Wishes in retirement.



Roberta Thull (Richfield) celebrates  
her last punch with Steward Joe Rian.



Smiling Anoka carrier Gary Kroeten  
making his last punch with  
Steward Jim Nelson.

### NEW MEMBERS

- Adrian Amiadi
- Daniel Balck
- Deja Brown
- Jason Egert
- Shaun Gary
- Harry Hagedorn
- Andrew Kopen
- James Jacobsen
- Keyonta Lambouths
- Justin Loss
- John McGuinness
- Maya Pharris-Ciurej

### In Memoriam

- David Bradley
- Louis Kovacs



President Mike Zagaros at the Feb.  
General Membership Meeting  
making his last bang of the gavel  
(adjournment) at a GMM.



Surprising her coworkers, Connie  
Beissel (Burnsville) makes her last  
punch with Steward Brad Knutson  
Have a Great Retirement!

Branch 9, NALC  
2408 Central Ave. NE  
Minneapolis, MN 55418  
Voice: (612) 781-9858  
Fax: (612) 781-9849  
Website: [branch9nalc.com](http://branch9nalc.com)

#### Branch 9 Officers

- President**  
Samantha Hartwig
- Exec. Vice President**  
JoAnn Gilbaugh
- Recording Secretary**  
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Stacey Ellingson

**Editor**  
Jeremy Rothstein  
[branch9news@branch9nalc.com](mailto:branch9news@branch9nalc.com)

**Sergeant at Arms**  
Jim Nelson

**Trustees**  
Christa Abraham  
Johnna Lush  
Chris Pennock

**Director of Retirees**  
Melia Derrick

**NALC Health Benefits Rep.**  
Ken Jambois  
HBR: (763) 370-1392

The Branch Nine News is a monthly publication of NALC Branch 9, and is published in the interest of and for the members of NALC Branch 9.

The opinions expressed by the writers are not necessarily those of the OFFICERS, or of NALC Branch 9.

**Articles MUST be submitted to the editor by the 1st of the month, and must be signed.** The Editorial Staff reserves the right to edit or refuse to print articles which are derogatory in nature.

Any official NALC organization may reproduce our articles provided appropriate credit is given.



## PRESIDENT'S REPORT

**March 24th** is when Mike Zagaros officially retires. I say officially because he retired from the USPS last year, and then continued as the Branch 9 President. I want to take a moment and thank Mike for all his years and dedication to representing letter carriers. Best wishes on your retirement Mike! I also want to thank all the carriers that walked the line in March of 1970. This year marks the 50th anniversary of the 1970 Wildcat Strike. National Headquarters is throwing a special celebration in New York to commemorate the strike. We are sending three of our own members to the celebration in New York who walked to line; Barry Weiner, Al Gulden, and Alice Nopola. Without the bravery and dedication of all carriers who went on strike in 1970, to do what was right at the time for letter carriers, we wouldn't have the pay and benefits that are enjoyed by letter carriers across the Nation.

### Route Inspections

We have received two notices for route inspections this March for Zone 4/54 and the Main Office. Executive Vice President, JoAnn Gilbaugh, and I conducted an off-the clock meeting for carriers in Zone 4/54 on the route inspection process. We went over what the carriers can expect during the week of the inspection and handed out a pocketbook size booklet on route adjustments, and a second booklet created by our Business Agent's Office on Letter Carrier Perfect. These two booklets are very helpful tools for anyone about to go through route inspections, especially if this is the first time. I expect there will be more route inspections to come, but there has not been any notification to the Union yet. As always, the Branch Office will conduct any off-the clock meetings that carriers request.

### Staffing

The shortage of carriers across the Minneapolis Installation shows no sign of improvement, which is not good news. The USPS is utilizing a tactic of "robbing Peter to pay Paul" to try and manage the staffing shortage. When a career carrier becomes a successful bidder on a new route, and goes to a new station, management will take a CCA from the gaining station and move that CCA to a different station. This does nothing to improve the staffing situation. There have been times when management willingly and intentionally breaks CCA hold-downs to accomplish their shift of carriers. Article 41 cited below makes it clear that anyone awarded a hold-down shall work the assignment as posted. Duration of Hold-Down. Article 41.2.B.5 provides that **once an available hold-down position is awarded, the opting employee "shall work that duty assignment for its duration."**

If there is not enough work for a full-time regular for 8 hours of straight time, then management can break a CCA hold-down; however, this is not the case. Any time a hold-down is broken for this exact reason, to relocate the CCA to a new station, the steward needs to be informed.

### Overtime

Management seems to think that the overtime rules are a mere suggestion, and they are simultaneously scheduling overtime desired list (OTDL) carriers, and non-overtime desired list (non-OTDL) carriers for overtime at the same time. The intent of Article 8 is to protect the non-OTDL carriers, who don't want overtime, from having to work mandated overtime. Before any non-OTDL carrier can be mandated to work overtime the entire OTDL list MUST be maxed to work 12 hours in a day first.



**Samantha Hartwig**

Next, the CCAs must be fully utilized up to 11 ½ hours in a day, and then management can mandate (force or volunteer) that non-OTDL carriers work overtime. Management is required to maintain a juniority force list when they do force. If non-OTDL carriers will be forced to work overtime it must be by juniority, meaning that the junior carriers are forced first, and it rotates. Keep in mind a volunteer is not the same as a force. If you do volunteer, you can still be forced within the juniority list rotation.

### Politics

While the efforts of letter carriers helped to get H.R. 2382 USPS Fairness Act passed in the House of Representatives, we still need to work on getting the Senate version S. 2965 USPS Fairness Act in the Senate. The S. 2965 only has 5 co-sponsors to date, and neither of our Senators signed on yet. We need to take the time to call, and write letters to Senators Amy Klobuchar and Tina Smith, and ask them to be co-sponsors of the USPS Fairness Act. This legislation would eliminate the pre-funding mandate that has been a major source of the USPS's financial problems since 2006.

### Coronavirus

I know there is much concern with how the coronavirus may

*Pres. Report cont'd on page 10*

*Reycraft cont'd from page 1*

post office, Joseph Reycraft, 3508 Colfax Ave So., has retired as a letter carrier under the pension law. He is the last to retire of a class of 14 letter carriers who were admitted into the service in 1888 the year when the eight hour day for postal employees was put into effect.

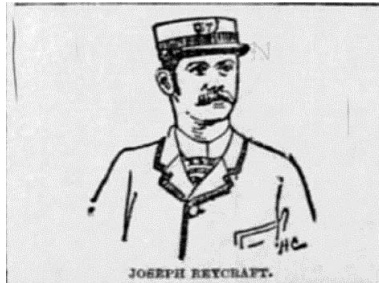
During his years of mail delivery Reycraft has served a district north of Hennepin Avenue, inside of Fourth Street, an area which at one time housed the best office buildings of the city. It is a part of his recollections of the his early days as a carrier that he delivered mail to such men as Judge W.C. Leary and Judge T.H. Salmon when they were just out of college and just entering upon their careers as lawyers ( Leary and Salmon were both prominent Judges with the District Courts of Minnesota having been appointed by the governor). He is now 65 years old".

When Joseph began his postal career in 1888 the Post Office was housed in the "Old Federal Building" located at 3rd St. and Marquette. When he retired in 1929 a new Post Office had been built in 1915 at today's current location. In 1934 it was remodeled and looks as it is today.

Joseph Reycraft seemed to have been a popular and active citizen of Minneapolis. His name is mentioned several times in the Minneapolis Tribune during the late 1800's through the early 1900's. It was reported in the paper that he and two other letter carriers from Branch 9 were going to attend the September 1897 Letter Carrier Convention in San Francisco as delegates.

At Christmastime in 1890 he won a popularity contest put on by the Minneapolis Tribune. Readers of the newspaper had the opportunity to vote on who they thought was the most popular person in 11 different categories. Policeman, Fireman, Teacher, Sales Person, Railroad Worker and Letter Carrier were among a handful of the categories.

Joseph overwhelmingly won the contest as "Best Letter Carrier". Below is a drawing of Joseph that had been included in a article of the paper on January 2,1891. It mentions him as the the winner of the contest. The caption reads, "Joseph Reycraft, the winner of the mail carrier prize, is one of the best known letter carriers in the city. He has been in the government employ as a dispenser of mail for three years past and is known as carrier No. 57. His district is in the wholesale section on Third street, Temple court and the Globe building".



An article in August of 1904 of the Minneapolis Tribune says that Joseph was on the "arrangement committee" for the Minneapolis Letter Carriers Associations 15th annual picnic being held at "Tonka Bay". The activities included "a long program of athletic events with valuable prizes".

For several years Joseph had been a member and an officer in the Ancient Order of the Foresters of America (AOF of AM). It was, and still is, a fraternal organization much like what the Lions Club or the Rotary Club are today. His name was mentioned in articles relating to this organization in regards to the social events it sponsored or for business activities that had occurred. An article on the society page of the Minneapolis Tribune dated February 9,1896 mentions Joseph and his wife as hosts for an evening with the "Eleven O'Clock Cinch Club". Cinch was a card game akin to Bridge. Couples would gather in the evening to play cards and visit. Prizes were handed out to the winners. The next week the card game/social event would be hosted at the home of one of the other card

players.

In 1929 when Joseph retired it was also the year when Branch 9 hosted it's first National Convention. Another interesting bit of information is that for a short period of time Joseph's postal career crossed paths with that of Jerome J. Keating. Mr. Keating's postal career began in 1924. He eventually, as most Branch 9ners know, became a national officer and the namesake of our Branch. Joseph and Jerome would have been well acquainted as union brothers and could possibly have worked together at some point.

The fact that Joseph was mentioned so often in the local newspaper makes me think about what an interesting man he must have been. The kind of guy I would like to know. The articles help paint a picture of a man who was devoted to his job, cared about the welfare of his patrons and fellow workers, and felt connected to his neighbors and his community. All quality ingredients found in people who sincerely care about humankind and is conscientious about leaving the world in a better place after they are gone than the one they were born into.

Joseph Reycraft was born in Co.Cork, Ireland on May 6, 1860. He immigrated to America as a young boy with his family in 1865 just as the Civil War was coming to a close. He lived his formative years with his family in New York and Iowa before moving to Minneapolis where he married in 1888. Here he began to establish his roots in south Minneapolis. He had 19 years of retirement before he passed away on February 3,1946 at the age of 85 years. His death certificate says he died from old age and complications of diabetes. He is buried at St. Mary's Cemetery in south Minneapolis. His wife Mary Anna preceded him in death on May 5, 1945. They had one son and onedaughter. Their son Thomas also worked for the post office. He died at the age of 59 from cancer before he was able to retire.

*Emy Peasha Retired Member*

# Exec. Vice President's Report

**Writing an article** is not usually difficult for me. However, this one feels a bit awkward since I'm introducing myself to those of you who don't know me. It's much easier to write about our issues and solidarity than myself!

I come from a blue-collar background and my initiation to unionism came at the early age of 10. My older sister was a shop steward, and many stories were brought to the dining room table. That was where I first learned the value of standing up for workers' rights and the power of a unified workforce.

Lowry has been my home station for the last 17 of my nearly 20-year career as a carrier. It was there, many years ago, that both Pam Donato and Troy Fredenburg encouraged me to get involved. The first step was going to meetings and becoming a Steward. In 2009 I graduated from the NALC Leadership Academy. Over the years I've served the Branch in many capacities; Branch Scribe, MDA Coordinator, Trustee, Recording Secretary, Formal Step A Representative, Region 7 Step B back-up and most recently Arbitration Advocate.

Throughout that time my focus has been on the membership and standing up for our contract and what is right. I've come to realize that there is a constant ebb and flow with both Management and Congress. Since the very beginning of our craft, we have been subject to the whims of our lawmakers. This month we're celebrating the 50-year anniversary of the 1970 Wildcat Strike. We should all be very proud that our Branch 9 members participated in this unprecedented event that changed the face of the Postal Service, our Union and

our ability to influence and shape our work environment. Now it's our job to continue to influence Congress by staying engaged with our issues and contributing to LCPF.

History shows that the age-old struggle with Management continues. There is a perpetual cycle of relative calm which changes and builds to the great contention which we face today. During times of strife, the unity of Branch 9 has always eventually prevailed. This has been significantly due to the commitment and belief in our motto: "An injury to one is an injury to all".

We live in an environment that is increasingly focused on the individual. This mindset has diminished the reality of power in numbers. When I joined the union, it was the seasoned carriers that, through their actions, made it clear that union solidarity was the answer to Management's attack on our contractual rights. We are becoming a union comprised of new members. Our senior carriers are retiring; more than 50% of our total workforce is eligible to retire within the next 5 years. Management from the highest level down to the stations have made it their mission to divide and conquer our membership. They purposefully discourage new carriers' interaction with senior carriers and overtly encourage discord within our ranks.

We can't allow this shift to weaken our ranks. This is especially true at the station level and it needs to stop. Early in my career at Lowry station, Management thought twice about mistreating a carrier. They knew that every one of us in the building would



**JoAnn Gilbaugh**

take it personally, as if they were the one who had been harmed. This also applied to the contract. When Management violated the contract, they knew they would face not only a grievance, but lively, yet respectful discourse from the carriers. Our voice mattered; they had no choice but to listen.

We must remember that we have a contract which is mightier when we collectively enforce it. We need to be vigilant, to look out and stand up for each other. We need to understand the rules and speak out when they are broken rather than make side deals or look the other way when we hear someone being mistreated. If everyone insists that the contract be followed, it is much harder for Management to violate it. They may force the issue with their beloved "direct orders", but those violations strengthen our ability to win grievances and eventually change the tide.

I'm asking each of you to join me to stand up for your fellow carriers and our rights under the contract. When we stand together, we succeed.

*In solidarity there is strength,*  
JG

**Branch 9  
Ron St. Clair MDA Bowlathon**

**Saturday, April 18, 2020**

**LOCATION**

NEW HOPE BOWL  
7107 - 42<sup>nd</sup> Avenue North  
New Hope, MN 55427

**TIME**

7:00 - 9:30PM

**If you have any questions, please contact  
Christa Abraham at the Branch office 612.781.9858.**

The Following is a list of Paid Members of PAL 9 for February, 2020.

**Very Concerned Members**

Joel Carter	Barry Wiener		Donna Wiecks
Linda Olson	Dave Burandt	Tom Hoch	Dale Carney
Thomas Hoban	Susan Hoban	Wesley Thomas	Samantha Hartwig

**Regular Members**

Gordon Balfe	Robert Miller	Karin Lebak	William Hofstad
Herb Hess	Leonard Hrnrcir	Teri Koch	Paul Skarman
Mary Fick	Josiah Wicklund	Al Gulden	Mary Hoch
Gordon Hannah	Lawrence Gildner	Karen Torell	David Millette
Jeremy Rothstein	Gregory Caulfield	Alice Nopola	Craig Hanschen
Steven Oehlerich			

Jim Fodstad  
Treasurer PAL 9





**Branch 9 NALC  
City Carrier Assistant and  
New Career Employees  
Meeting**

DATE: Thursday, April 23

TIME: 7:00PM

WHERE: Crystal VFW  
5222 - 56th Avenue North  
(Bass Lake Road)  
Crystal, MN 55429

WHY: This meeting provides City Carrier Assistants (CCA's) and new career employees a great opportunity, in an informal meeting setting, to learn more about your rights at work and your future with the Postal Service.

- Hold-Downs vs. Bidding
- Conversion to Career
- Using your "Annual Leave"
- What is happening to the Postal Service?
- Moving from Station to Station
- Use of Personal Vehicle

Because this meeting is informal, Branch 9 CCA's will decide what topics will be addressed through a "Question and Answer" format. The meeting will be led by Samantha Hartwig & JoAnn Gilbaugh and members of the Executive Board will also be in attendance.

All City Carrier Assistants and new career employees will find the information and camaraderie invaluable, so plan to attend!

This meeting always has a huge turnout and we will provide soda and snacks.

Remember, if you don't know your rights, you have none!

Samantha & JoAnn

*Revolt cont'd from page 1*

went out on strike themselves, the real leaders of the NALC proved to be carriers themselves. Following successful strike votes in New York, New Jersey, and Connecticut, Postmaster General Blount promised the heads of the NALC that demands would be considered but only if workers went back to their stations and resumed mail delivery. The response from Branch 9 workers in Minneapolis seemed to reflect the sentiment of posties nationwide: "Congress has consistently given us promises. We're not going to work merely for more promises." The strike continued. More strike votes passed throughout Minnesota, Pennsylvania, Ohio, Colorado, Illinois, Michigan, and Massachusetts. There were even rumors of strikes among other federal workers represented by AFGE and NFFE, no doubt inspired by the resolve of the postal workers. Over the next several days, workers set up picket lines at numerous post offices. Most of these were reportedly "hard" picket lines, with non-striking workers forcefully prevented from crossing. President Nixon told the nation that no further negotiation would occur until strikers returned to work. He even declared a national emergency and called in National Guard troops to work as scab labor at mail sorting facilities in New York. By all accounts, this was a disastrous move. Lacking basic training in mail sorting, troops were unable to process even a small fraction of mail which had accumulated in previous days. For all intents and purposes, mail delivery was halted nationwide. The stock exchange was closed. In the face of a crippled economy and continued public support for the strikers, the striking federal workers appeared to have all the bargaining power in the world. The official NALC leadership, despite threats that union officials and shop stewards were in danger of being jailed, relented and began talks with federal authorities and postal management, even going as far

as to acknowledge the legitimacy of the strikers' demands. Herman Sandbank, Executive Vice President of NALC Branch 36, told the NY Times, "...the membership insisted on us leading them in a strike and there was no way we could hold them back because they were right." Eight days after it began, the federal government conceded and the postal strike ended in victory for America's postal workers.

Soon, Congress passed the Postal Reorganization Act which transformed the Post Office Department into the semi-independent United States Postal Service, ensuring the continuation of universal service to postal customers throughout the country. The postal unions gained stronger bargaining rights though the right to strike, the very tactic which had won these gains, remained illegal. Wages and working conditions improved. Several unions consolidated to become the American Postal Workers Union but the NALC and the Mail Handlers union remained separate. No union leaders or members were jailed for their participation in the historic and unprecedented strike. The improvements in pay, conditions, and dignity on the job for postal workers in subsequent years are incalculable. Despite a massive decrease in first-class mail volume the last twenty years, the USPS continues to handle billions of packages a year in addition to letters, cards, magazines, etc. The current number of postal employees remains more than half a million strong. Were another postal strike to occur today, we can only surmise the level of public support and economic impact it would have but it's probably safe to assume that, as in 1970, it would be led by postal workers themselves. One would hope that the militancy of yesteryear would recur, exemplified by these words spoken by a letter carrier on the picket line, "We can not take it any longer. Either they give us what we should have or we will stay out on strike until hell freezes over."



**Dave Allmann**

**I recently attended** a Labor/ Management safety meeting. This included representation from all crafts, maintenance, management and safety. We looked at safety statistics, 1767's, safety issues and solutions to help improve safety records. It's a great way where we can have our concerns heard along with possible solutions.

All eyes were upon the recent safety record for customer service. Mail delivery falls under customer service. In the period of October 1, 2018 through February 7, 2019 we had 187 total accidents. During the same period for 2019/20 it has been reduced to 94. In one year we have cut our accidents down in half. This is a huge improvement and would like to thank all of you for making this happen.

There are many factors that go into the reduction of accidents. Our attitude and work habits should be

## Safety Liason Report

the top factor. Other contributing factors such as favorable weather make it easier. One thing is certain, YOU made it happen.

We can keep the number of accidents declining. Being more responsible over what we can control is a great place to start. You control what your vehicle does. Outside of being hit by another vehicle, you control if and how it moves. By turning the engine off, transmission in park, curbing the wheels and setting the emergency brake will prevent the vehicle from moving when you're not in it. Moving your head scanning for potential hazards while driving can help reduce at fault accidents. Stationary objects don't move, they are simply objects that are not seen. As the weather warms up, there will be an increase of children activity. They can pop out of nowhere at any time. Slow down as you drive through neighborhoods especially when there are cars parked along the road. Make sure that your mirrors are adjusted when you do your vehicle inspection and before you drive. How clean are your windows? Take the time and keep your windows clean to improve visibility.

We are going to be seeing an increase of dogs being outside. At our station we discuss how they come out of winter much like Cujo. They seem to have a dislike for

being isolated to the indoors all winter. We always see an uptick in dog bites in the spring. There are things that we can control to prevent dog bites from happening. Make sure that your dog warning cards are all updated and readily available for others if you're going to be gone for the day. Work with management to come up with alternative delivery plan for the uncooperative homeowner and their out of control aggressive dog. Do not go into a yard when there is a dog out. Simply go around all the while keeping an eye on the dog and have dog spray in hand. Do not make the delivery simply write dog out and the date on the mail and bring it back to the station.

Always wear your satchel when delivering the mail. No matter how you wear it, make sure you can take it off and use it to ward off a dog bite. How will you protect yourself if a dog comes charging at you? Do you have a plan? What if that doesn't work do you have a plan b?

We are responsible for what we can control. Only you can make safety happen. Let's keep working on getting our accident numbers down. Take a CCA under your wing and teach them how to be responsible for what they can control.



Br. 9 Retired Letter Carrier  
Kerry Herdine  
Home: 952.854.2655  
Cell: 612.805.8407

## AME'S UNIFORMS

**OUR BUSINESS IS MAKING YOU LOOK GOOD!**

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**Ame's Uniforms are a UNION PREFERRED vendor**



# Director of Retirees Report

## Coronavirus will get you.

Physically or financially, this virus is a threat to retirees.

This isn't a panic situation yet; just cautionary. At this moment 9 people have died from Corona in the USA with 15 states reporting cases. CDC is finally allowing doctors to test more people which means the case numbers will rise. This does not necessarily mean infection rates are increasing, just that we know more accurately what is already out there. It appears to hit seniors particularly hard, especially those already compromised by poor health, with symptoms much like the common flu. While the fatality rate is 2-3% globally, among 70-79 year olds the rate jumps to 8%. So, protect yourself by getting the flu shot (you don't want to be fighting the flu and Corona at the same time) wash your hands frequently and keep them off your face. Wiping surfaces with antibacterial cleansers is important. Pretend you are on a cruise and wipe those door knobs.

In order to contain Corona, it will be important to test, perhaps isolate and definitely treat those infected. So, if you are poor and

uninsured, can you afford to be tested? There is the verified story of a Florida man facing \$1400 dollars of out of pocket expenses after being tested. Can you afford to stay away from work? Many workers have no paid sick leave. Can you afford to be treated? The Administration has waffled between an "affordable" vaccine (when available) to whatever the market will bear. Can this country afford infected people to be just wandering the streets untreated? This is a glaring example why some form of Medicare for All is absolutely necessary. We live together as a society. If we want to continue to live together, we must treat each other as if we are members of the same "herd."

Even if you never get the virus (and chances are you won't), it has probably already hit your wallet. TSP accounts can be invested in the stock market and many of us saw some pretty good return rates last year. All wiped out since the market "correction" of late. The spread of the virus has disrupted markets global wide; China was projecting a growth rate of 6% before Corona, now estimates are much lower. Many American based companies have a big presence



**Melia Derrick**

in China with manufacturing plants that now sit idle. The travel industry is taking a bit hit. It is predicted to lose \$10 billion from Chinese visitor to America who just won't come. So, as a retiree on fixed income, how do you protect your TSP? Get out now and you lock in losses. Stay in and the losses could get worse. It is going to take grit to stay in the stock portion of your TSP account. Check your blood pressure, consult a specialist and make this decision based on your situation.

Stay Tuned In  
MD

On February 11, 2020 the World Health Organization announced an official name for the disease that is causing the 2019 novel coronavirus outbreak, first identified in Wuhan China. The new name of this disease is coronavirus disease 2019, abbreviated as COVID-19. In COVID-19, 'CO' stands for 'corona,' 'VI' for 'virus,' and 'D' for disease. Formerly, this disease was referred to as "2019 novel coronavirus" or "2019-nCoV".

There are many types of human coronaviruses including some that commonly cause mild upper-respiratory tract illnesses. COVID-19 is a new disease, caused by a novel (or new) coronavirus that has not previously been seen in humans. The name of this disease was selected following the World Health Organization (WHO) best practice for naming of new human infectious diseases.

There is currently no vaccine to prevent coronavirus disease 2019 (COVID-19). The best way to prevent illness is to avoid being exposed to this virus. However, as a reminder:

- Avoid close contact with people who are sick.
- Avoid touching your eyes, nose, and mouth.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.
- Clean and disinfect frequently touched objects and surfaces using a regular household cleaning spray or wipe.

Wash your hands often with soap and water for at least 20 seconds, especially after going to the bathroom; before eating; and after blowing your nose, coughing, or sneezing. Source- <https://www.cdc.gov/coronavirus/2019>

*Pres. Report cont'd from page 3*  
 impact our jobs. All stations in Minneapolis, and the Associate Offices have been instructed to purchase hand sanitizer and disinfecting wipes for employee use. The Centers for Disease Control (CDC) recommends frequent hand washing with soap and water for a minimum of 20 seconds. The virus can live on surfaces for up to 48 hours, it is very important to maintain good hygiene at all times and avoid touching your face while at work. The disinfecting wipes can be used to wipe down the case ledges where carriers sort the mail. If there is no water and soap available hand sanitizer is the next option till you can wash your hands with soap and water. If you have flu like symptoms stay home and call your doctor for an appointment.

#### Upcoming Events

Our upcoming list of events includes, the Food Drive Coordinator's meeting on Tuesday April 14th, the MDA Bowl-A-Thon on Saturday April 18th, Retiree Banquet on Sunday May 3rd, Stamp Out Hunger Food Drive Saturday May 9th, and a retirement Seminar on Thursday May 21st.

I look forward to finishing off the 2019-2021 term as your President.

-SH

## Branch 9 Retirement Seminar

**May 21<sup>st</sup>, 2020  
6:30PM**

**CRYSTAL VFW  
5222 - 56<sup>th</sup> Avenue North  
Crystal, MN 55429**

**This seminar is an opportunity for you and your spouse to ask questions and to receive information regarding retirement.**

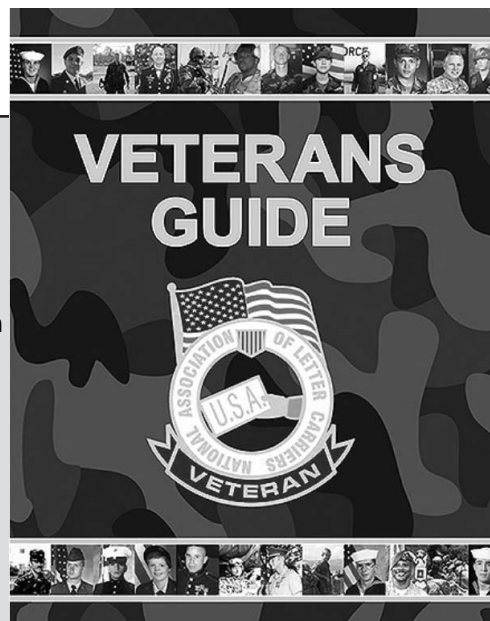
**Please RSVP to the Branch office at 612.781.9858 if you plan on attending.**

**We are looking forward to seeing you there!**

## The NALC Veterans Guide is now available

NALC created the NALC Veterans Group to provide access to information and tools specific to veterans' rights and benefits within the Postal Service. It seeks to provide all NALC military veterans, both active and retired, with resources, information and a sense of camaraderie. With this in mind, NALC has developed this new guide as a quick reference with valuable information relating to military service and the Postal Service. The online version contains links throughout the guide which will connect you directly to additional relevant information.

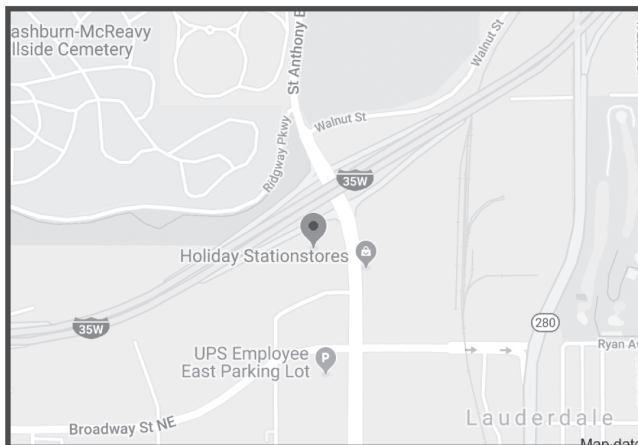
The online Veterans Guide. <https://online.flippingbook.com/view/601659/>



# 2020 Red and Gold Retiree Banquet

## Sunday, May 3, 2020

**Delta Hotels by Marriott Minneapolis Northeast  
1330 Industrial Boulevard, Minneapolis, MN**



**TIMES:**  
Registration: Noon - 1:00PM  
Social Hour: 12:30 - 1:15PM  
Lunch: 1:15 - 3:30PM

**REGISTRATION FEES:**  
Retirees & Guests - \$12.00/person  
Active Members - \$18.00/person

**\*The Registration Fee for Retirees is refundable upon arrival.\*  
\*Stewards this event will count as your attendance to the May GMM\***

### 2020 Retiree Banquet Registration Form

Name: \_\_\_\_\_

Name of Guest: \_\_\_\_\_

70 Year Honoree     65 Year Honoree     60 Year Honoree

55 Year Honoree     50 Year Honoree     Retired

Active     Steward

Amount Enclosed: \_\_\_\_\_

I would like a ride to the Banquet  
Phone # \_\_\_\_\_

I am willing to give someone  
a ride (Please call Angie to  
volunteer at 612.781.9858)

**Return by April 28 to:  
Branch 9 NALC, 2408 Central Avenue NE, Minneapolis 55418**



Branch Nine News  
2408 Central Avenue NE  
Minneapolis, MN 55418-3712

Change Service Requested

PRSRT STD  
US POSTAGE  
PAID  
TWIN CITIES MN  
PERMIT NO. 91964

**Stay informed by:**

- \*Signing up for E-activist at [NALC.org](http://NALC.org)
- \* [Branch9nalc.com](http://Branch9nalc.com) (website)
- \* "like" our Branch 9 Facebook Page

**Contribute to the PAC**

The Letter Carrier Political Fund is the anchor for NALC's legislative and political activities.



[nalc.org/government-affairs/political-activity](http://nalc.org/government-affairs/political-activity)

## Branch 9 Calendar

**March 10**

Steward Meeting  
7:00 PM  
Crystal VFW, Crystal, MN

**April 14**

Food Drive Cord. Mtg  
6:00 PM  
Crystal VFW, Crystal, MN

**March 24**

General Membership Meeting  
7:00PM  
Crystal VFW, Crystal, MN

**April 18**

Ron St. Clair Bowlathon  
MDA Fundraiser  
New Hope Bowl

**March 24**

Branch 9's 130th  
Birthday!

**April 23rd**

CCA and  
New Career employee meeting  
7:00PM  
Crystal VFW, Crystal, MN

**March 30 to April 2**

Region 7 Training  
\*\*CANCELED\*\*

**May 21**

Retirement Seminar  
7:00PM  
Crystal VFW, Crystal, MN

**April 1**

Mike Zagaros' Retirement Party  
\*\*POSTPONED\*\*

**Northside Retiree Breakfast**

1st Tuesday of the Month  
9:30AM  
Elsie's  
729 Marshall St. NE, Minneapolis

**N Suburban Retiree Breakfast**

1st Friday of the Month  
8:30AM  
Denny's Restaurant  
9020 Quaday Avenue NE, Otsego

**Fridley Retiree Lunch**

2nd Tuesday of the Month  
11:30 AM  
Route 47 Pub and Grub  
7820 University Ave

**POCUM**

4th Monday of the Month  
6:00PM - MFT 59  
67 8th St. NE  
Minneapolis, MN 55412