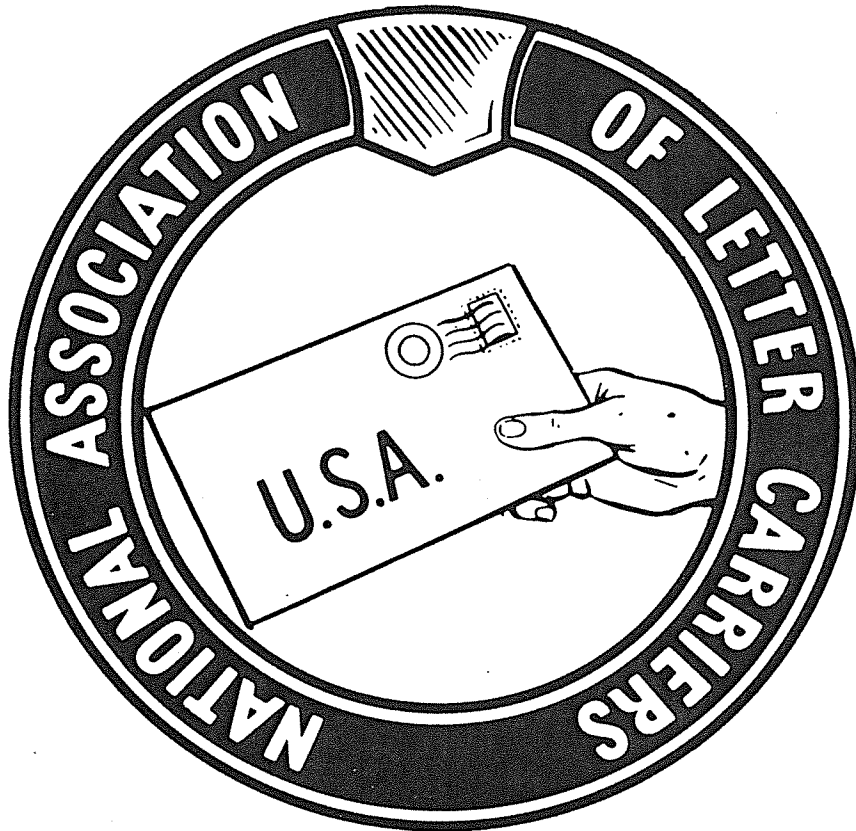
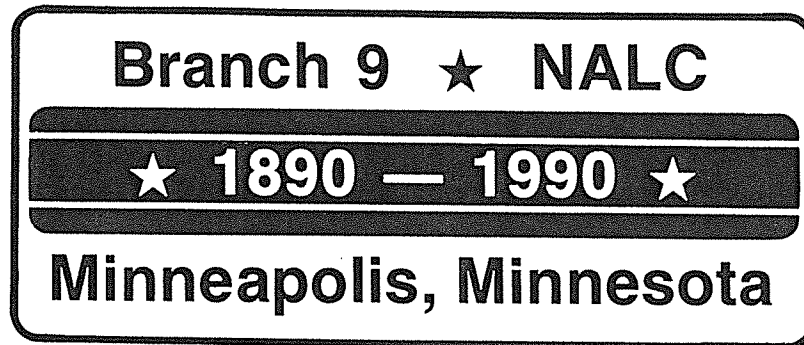


OUR FIRST 100 YEARS



JEROME J. KEATING
BRANCH 9

**THE 1990 OFFICERS OF BRANCH 9
WISH TO EXTEND A SINCERE CONGRATULATIONS
TO ALL OF THE MEMBERS OF THE BRANCH ON OUR
100TH YEAR**



**(Front Row): Charles R. Peasha, Janice E. Wild, Marlys Fox, and Robert E. Baird.
(Back Row): Rick A. Evans, Thomas Dvorak, Alan J. Gulden, and Michael T. Zagaros.
Not Pictured: Jean Olson and Roger White.**

**JANICE E. WILD — PRESIDENT
CHARLES R. PEASHA — EXECUTIVE VICE-PRESIDENT
ROBERT E. BAIRD — RECORDING SECRETARY
THOMAS DVORAK — FINANCIAL SECRETARY
MICHAEL T. ZAGAROS — TREASURER
ROGER L. WHITE — HBR/MBA REPRESENTATIVE
RICK A. EVANS — EDITOR/BRANCH 9 NEWS
ALAN J. GULDEN — SERGEANT AT ARMS
JEAN K. OLSON — TRUSTEE
MARLYS A. FOX — TRUSTEE**

**This book is dedicated to all
the Stewards of Branch 9, past and present.
The front line of the N.A.L.C.**

PRESENT BRANCH NINE STEWARDS

ANOKA	JIM WOOD	LOWRY	RAY DAVIS GLORIA THOMAS
BLAINE	CONNIE VINK		
BLOOMINGTON	GORDY BERTHIAUME DICK SCHMIDT CHARLES BREITSPRECHER	MAIN OFFICE/ PARCEL POST/COLL. ZONE 4 & 54	KEVIN FRAZIER ARLO LANGE
BROOKLYN CENTER	CRAIG HANSCHEN BRYAN JOHNSON NATE PELTO	ZONE 1, 2, 15 MINNEHAHA	BRUCE FRITSINGER FLOYD NEWTON HUGH BYRNE
BURNSVILLE	CHUCK GLOVER GINGER DARR	NORMANDALE	CRAIG FORBES FRED JOHNSTON
CHAMPLIN	DARYL WETZSTEIN	NORTHLAND	TOM KRIPOTOS
CHASKA	VICTOR SCHWICH	OSSEO	MYRON KUDANOVICH
COLUMBIA HEIGHTS	LARRY CHLEBECK	PLYMOUTH	TOM OWENS TOM WHITE
COON RAPIDS	PAM DONATO ED SCHMIDT	POWDERHORN	GARRETT JOHNSON RON ST. CLAIR
DIAMOND LAKE	TOM TAFT MARTY CORNELL	RICHFIELD	DICK SIEG TIM BACHMEYER
EASTSIDE	MELIA DERRICK DWAIN JACOBSEN	ROBBINSDALE	ERNIE SAICE FRED CRIMMINS
EDINA	CHERYL STATELY JANET RATH	SHAKOPEE	PAT REIN
ELMWOOD	AL BACHMAN DONALD J. ANDERSON	ST. LOUIS PARK	RON EVERSON
FRIDLEY	DAVE TATRO		
GOLDEN VALLEY	MARK OLUFSON	WAYZATA	GARY ANDERSEN
LAKE STREET	ALITA JASAN MARK LUND	WEST BLOOMINGTON	ROGER DONALDSON DWAYNE OLSON
LORING	PAUL ANDERSEN GENEVA KUBAL		

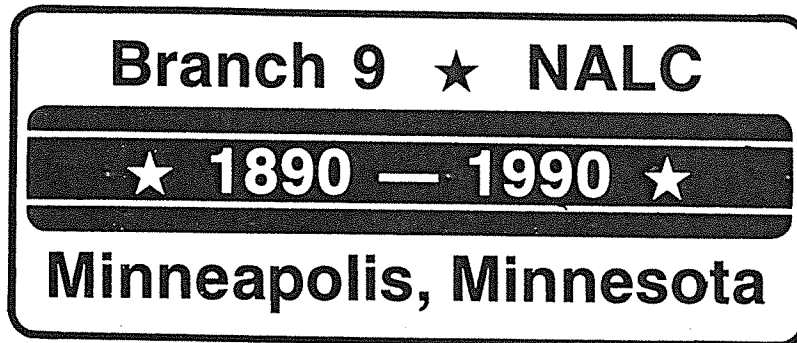
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**SPECIAL THANKS TO BRANCH 9 SECRETARY
JULIE THIES FOR ALL HER HELP**



100th Anniversary of Branch 9 National Association of Letter Carriers Celebration Held Saturday, May 12, 1990 At The Minneapolis Convention Center

Display Open — 3:00 P.M. - 9:00 P.M.

Reception — 5:30 P.M. - 7:00 P.M.

Dinner — 7:00 P.M. - 8:00 P.M.

Program — 8:00 P.M. - 9:00 P.M.

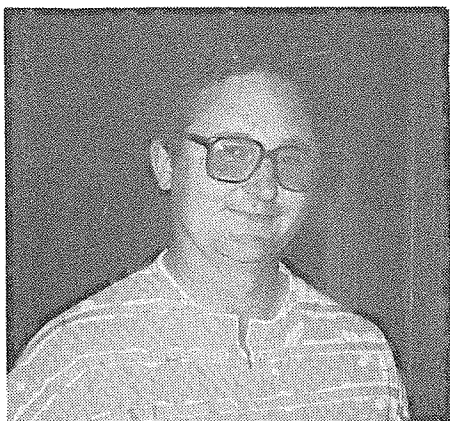
Dance — 9:00 P.M. - 1:00 A.M.

CENTENNIAL COMMITTEE

Honorary Chairman — Walter E. Couillard

Chair — Jan Wild

ENTERTAINMENT AND FOOD



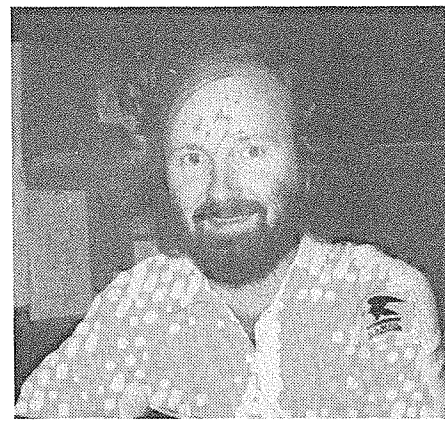
LARRY CHLEBECK
Chair

DECORATIONS AND DISPLAY



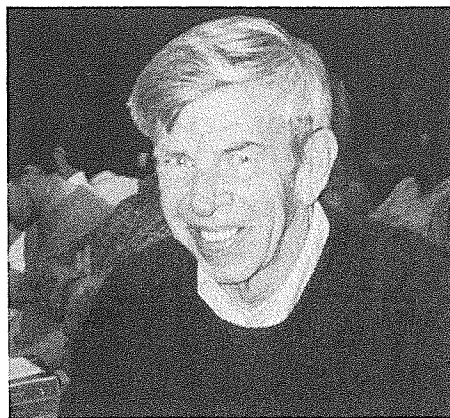
MARLYS FOX
Chair

CENTENNIAL BOOK



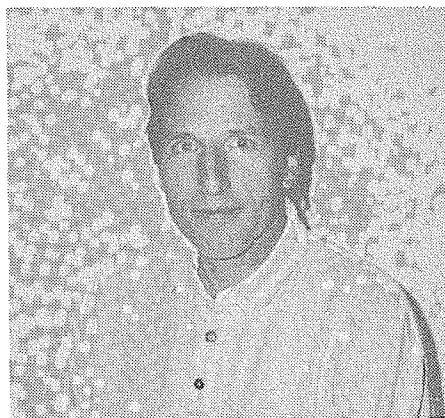
TOM KRAWCZYNSKI
Chair

PUBLIC RELATIONS



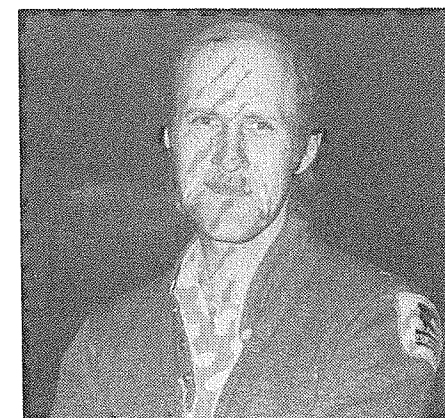
DICK SILK
Chair

CENTENNIAL SOUVENIRS



CHARLIE PEASHA
Chair

CENTENNIAL BOOK ADS



TOM DVORAK
Chair

Dear Brothers and Sisters

I am extremely honored to serve as your President during this centennial year.

The dedicated men and women who came before us were the future of this organization. They lobbied and fought for the benefits we now enjoy. Sometimes we take for granted the fact that we have a forty hour week, higher pay for overtime, postal vehicles to drive, collective bargaining and binding arbitration to protect us, a survivable wage and benefit package, Part-Time Flexibles have the ability to have vacation during the summer, a uniform allowance, breaks and lunch time, a survivor's annuity for spouses, and Cost of Living Adjustments. We are the benefactors of a century of hard work and diligence.



The active brothers and sisters of Branch 9 are now forging the future for those who will come after us. The challenges of automation and the different methods of mail delivery will create many changes. We will keep vigilant in our efforts to preserve our benefit and wage packages while maintaining progress on improving our working conditions.

Let us give thanks to those who came before us, and persevere to do justice for those who will follow.

Yours in Unionism

A handwritten signature in cursive script that reads "Janice E. Wild".

Janice E. Wild

President

Branch 9 — N.A.L.C.

JEROME J. KEATING

LABOR'S GREAT GENTLEMAN

Although Jerome J. Keating entered the Post Office March 28, 1924, and despite the fact that he served in elective offices at every level of our union for 36 subsequent years, he still represented in his career the very model of a MODERN labor leader. College educated, well read, conversant with the arts, beautifully articulate and a gifted writer, he was always widely different from the rough-hewn leaders who led and dominated labor in the days of his youth.

Jerome has always been, in short, the perfect gentleman from the top of his head to the tips of his toes. Nonetheless, his constant gentility never prevented him from fighting fearlessly and well for those who had entrusted him with leadership. On Capitol Hill, in the White House, and in the circles of labor, Jerome was always considered somewhat unique: his fidelity and integrity were unquestioned, his word unbroken. In his thirty-three years of national office in the National Association of Letter Carriers, he gained the total respect and affection of everyone who worked for him and with him.

Since we, in Jerome J. Keating Branch 9, consider Jerry "Mister Minneapolis," we hate to admit that he was really born in Denver, Colorado (September 29, 1903). However, he immediately realized his mistake, and at a very tender age he migrated to Minneapolis with his parents. (He has said he permitted himself to be born in Denver because he wanted to be close to his mother.)

Jerome attended Immaculate Conception and St. Anthony grade schools in Minneapolis and then went to East High School here, from where he was graduated in 1920.

In those days youngsters didn't go to college almost automatically, as they do now. A college education was reserved for the very fortunate or the very determined. Jerome was one of the latter.

After trying a few rather unsatisfactory jobs, he entered the Minneapolis Post Office as a substitute carrier, in March, 1924. He intended the mail man job to be only a stop gap to help pay his way through the University of Minnesota. However, when he graduated from the University, with honors, in 1930, the depression was in full sway and the letter carrier's job looked a great deal better than it had looked in the 1920's. Few people know that upon his graduation the university authorities approached him with the suggestion that he might want to continue the academic life as an instructor and, later, as a professor. Oddly enough, in 1930, a letter carrier's

job offered more security than that of a college teacher, and Jerome chose to remain in the postal service.

There were several other reasons involved. First of all, there was this pretty, vivacious and extremely talented young female pharmacist named Marion Catherine Halloran who worked in a drug store and doubled as a clerk in the store's postal sub-station. Jerome was not only in love, he was also determined to save the fair Marion from the "ignominy" of being a postal clerk. In September, 1932, they were married.

Then, there were certain indications that Jerome had a very promising future in the NALC and he felt he could accomplish more for his fellow man if he remained where he was and explore that future.

The rest, of course, is history. He served as President of Branch 9 in 1932 and 1933. In 1935 he was elected at the Cleveland National Convention as Chairman of the NALC Constitution and Laws Committee, a position he held until 1941, when he was elected (on the Doherty ticket) as a member of the National Executive Board.

Things were moving swiftly at this point. In January, 1942, the new NALC President, William C. Doherty, appointed Keating Chief Collector of the Mutual Benefit Association. He and Marion moved to Nashville, Tennessee, and lived there, where he directed the NALC Life Insurance Program, until Doherty appointed him (December, 1945) as Assistant Secretary-Treasurer, a residential office. At the 1946 Convention (Detroit), he was elected Secretary-Treasurer.

This was when the fabulous Doherty-Keating partnership began, and it served the membership magnificently well for 17 years.

In September, 1952, at New York, the convention elected Jerome J. Keating Vice-President, and in Denver, 1962, upon Doherty's retirement to become our first Ambassador to Jamaica, Jerome succeeded him to the Presidency.

He served with great honor and distinction until 1968, at Boston, when he voluntarily laid down his burden of leadership and was succeeded as President by the dynamic James H. Rademacher.

But the foregoing words constitute the bare bones of the Keating story, and they do not do full justice to Jerome J. Keating. During his active years in Washington, his personality and his total integrity had an enormous effect on everyone with whom he came in contact.

Kindly as he always was, he never had

anything but the back of his hand for the four-flusher, the cheat, the hypocrit, the selfish opportunist or the man without principle.

Gentlemanly as he always was, he could on occasion be capable of a towering wrath, almost Biblical in its intensity, when he thought his members were being double-crossed or mistreated.

Few who were at the 1966 Convention in Detroit will ever forget his searing anger as he directed his keynote speech at the mangers in the Post Office Department who, he felt, had gone back on their word and had betrayed the postal employees. And there have been times in Committee meetings — even in his own office — when righteous anger would pour forth from him like lava from a volcano.

Those who experienced this anger never forgot it, and ever after took steps to avoid doing and saying the kind of thing that caused it.

But, above, all, Jerome never held a grudge. When these occasional bursts of wrath were over, they were over. The point had been made and Jerome would return to normal again.

Above all, Jerome J. Keating always had character and, if he had a fault, it was that he couldn't really comprehend why others couldn't have the same kind of character he had. Modest as he always has been, it simply never occurred to him that people with the kind of character he possessed came along about once in a life-time.

So — in conclusion, Jerry — you have given us — the National Association of Letter Carriers — and the nation itself — fifty golden years.

Everyone whose life you have touched was the better man or woman because of this contact. You have uplifted the entire cause of labor. You have influenced all our lives for the better, and have brought dignity, security and recognition to the profession of letter carrier.

We are eternally grateful to you and for you.

March 1924 — Entered Post Office as a substitute carrier

1932-33 — Branch 9 President

1935-41 — Chairman NALC National Constitution and Laws Committee

1941 — Elected to NALC Executive Board

1942 — Chief Collector M.B.A.

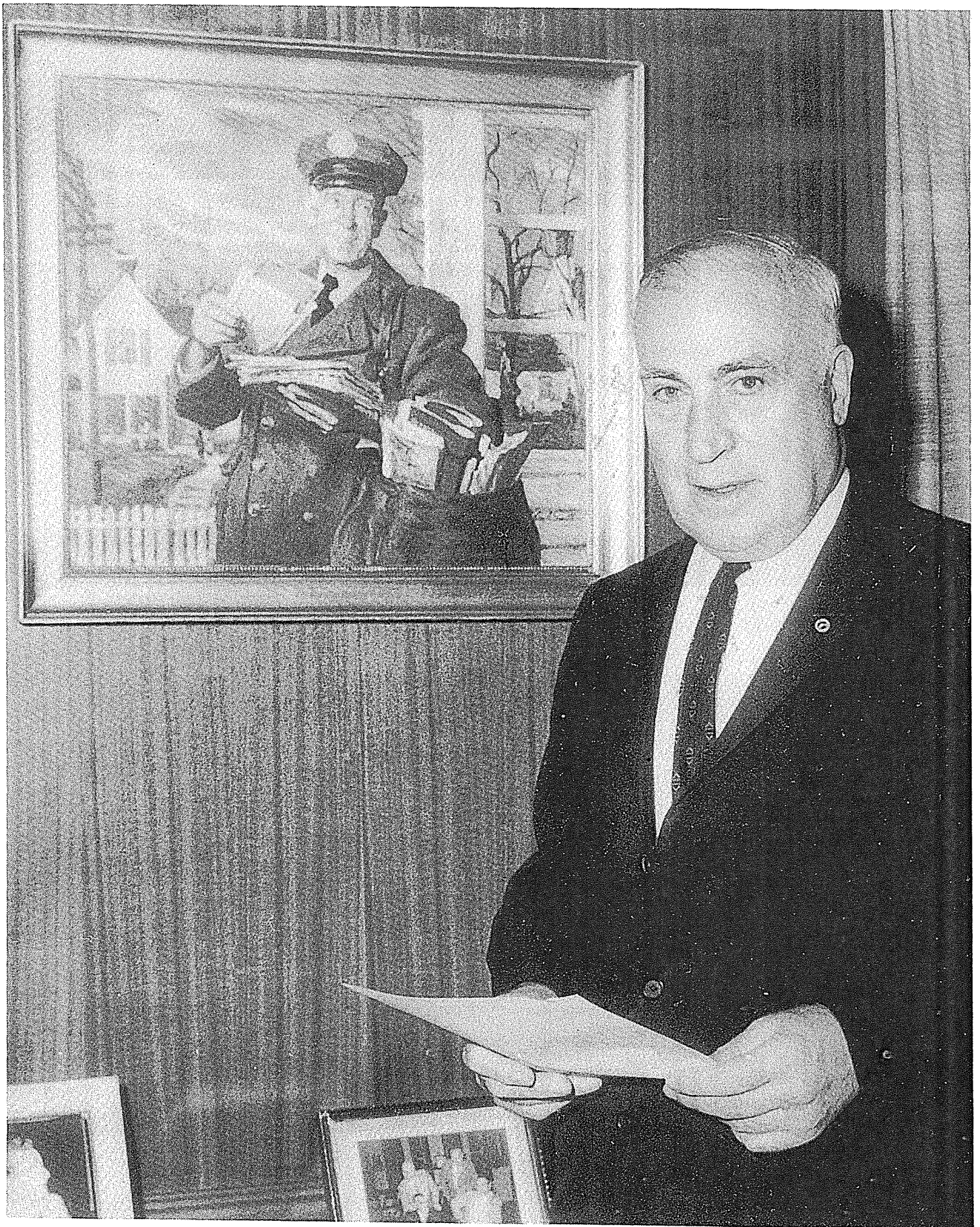
1945 — Assistant Secretary

1946 — Secretary

1946-62 — Editor POSTAL RECORD

1952 — National Vice President

1962-68 — National President



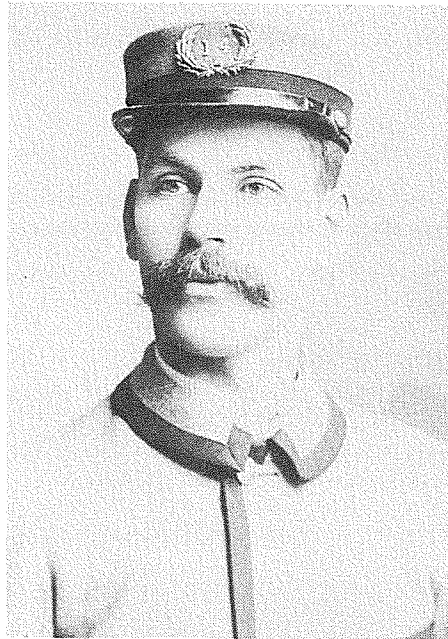
Jerome J. Keating with the Letter Carrier painting used to commemorate 100 years of City Delivery in 1963.

NATIONAL OFFICERS FROM BRANCH 9



F. W. CAMPBELL

Elected Chairman of Executive Board at Milwaukee in 1889.



L. H. CLOUGH

Elected to Executive Board in 1893.



C. O. MILLER

Elected to Executive Board of M.B.A. in 1929.



EUGENE P. McNULTY

Steward: 1962 to 1976.
Entertainment Chair: 1966 to 1970
Trustee: 1968 to 1970.
Financial Secretary: 1971 thru 1974.
Vice President: 1975-1976.
President: 1977 to 1978.
National Business Agent: 1978-present.



WALTER E. COUILLARD

Sub Representative: 1948 to 1950.
Entertainment Chair
Legislative Chair
Secretary Branch 9: 1957 to 1961.
Vice President: 1962.
Vice President M.S.A.L.C.: 1963 and 1964.
President M.S.A.L.C.: 1964 to 1966.
President: 1965 to 1968.
National Field Director: 1968 to 1972.
National Business Agent: 1972 to 1978.
National Director of Retired Members, 1987-present.



AUSTIN B. (AUDIE) CARLSON

Substitute Representative: 1941.
Vice President of Branch 9: 1950, 51, 52.
Recording Secretary of Branch 9: 1954, 1955 and 1956.
National Convention Housing Chairman: 1956.
Vice President, Minnesota State Association: 1957 and 1958.
National NALCREST Committee: 1958 to 1962.
President, M.S.A.L.C.: 1959, 60.
President of Branch 9: 1959, 60, 61.
National Field Director, Minneapolis Region: 1961 to 1968.
Director, N.A.L.C. Health Benefits Plan: 1968 to 1972.
National Secretary-Treasurer: 1972-74
National Vice President: 1975.
Retired as National Vice President: January, 1977.

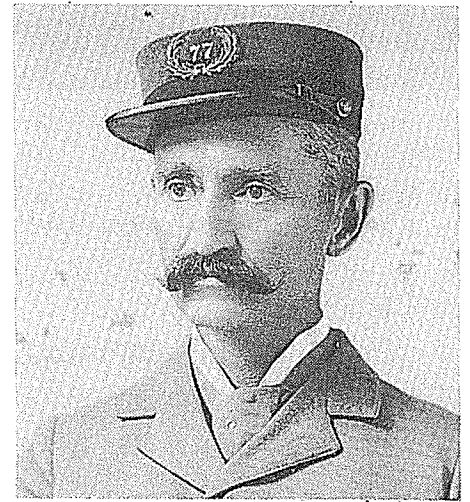
THE PRESIDENTS OF BRANCH 9



A. ASHENDEN
1st President of Minneapolis
Letter Carrier Association
Formed Nov. 5, 1883



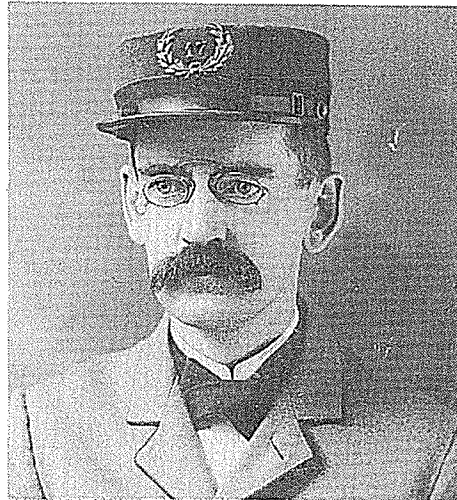
GUY HAWKINS
1894-95



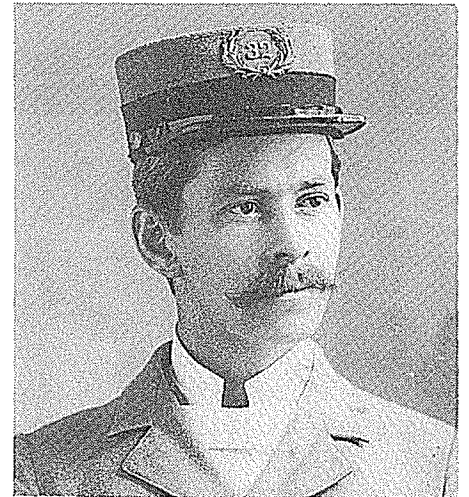
W. R. HILES
1896



E. E. BICKEL
1897



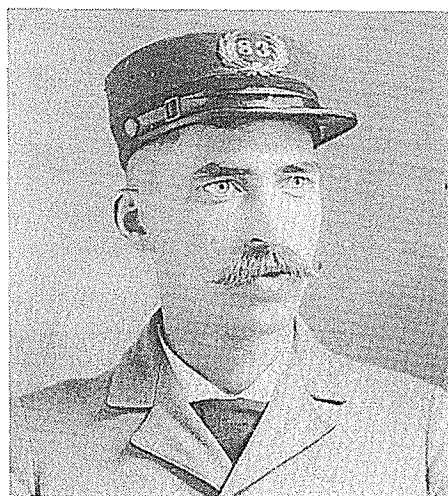
T. O. UPTON
1898



W. G. WATSON
1899, 1900, 01, 13, 14



THOMAS CONNOLLY
1902



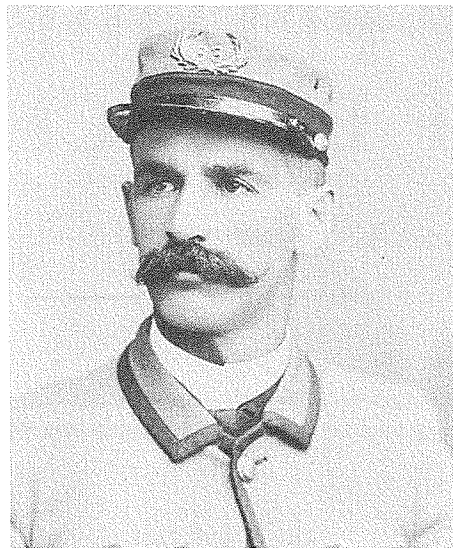
C. H. BISHOP
1903



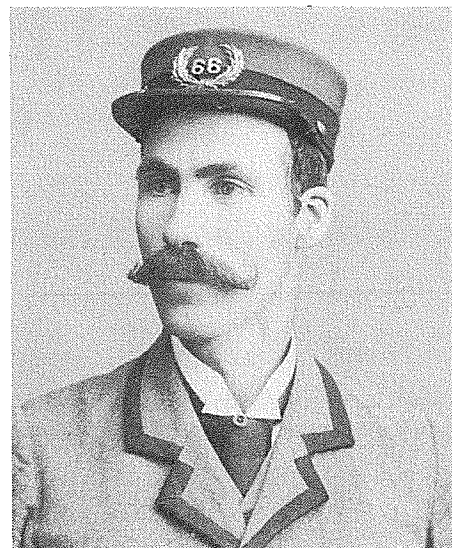
F. H. DOOLE
1904



H. S. GROGAN
1905, 06



W. A. BROWN
1907



T. A. KELLY
1908, 09



J. H. POOL
1910, 15



NORMAN R. CUSHING
1911



PETER L. CUMMINGS
1912, 24, 25



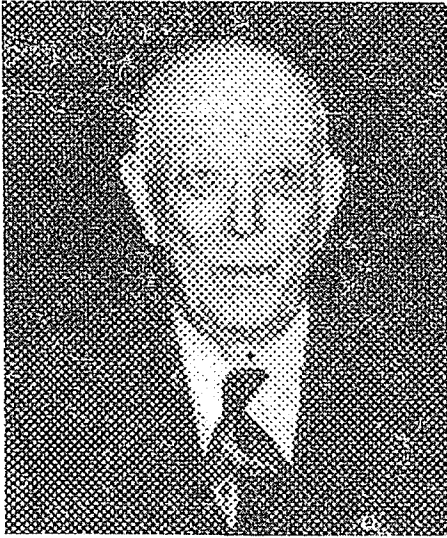
E. D. BUELL
1916, 17



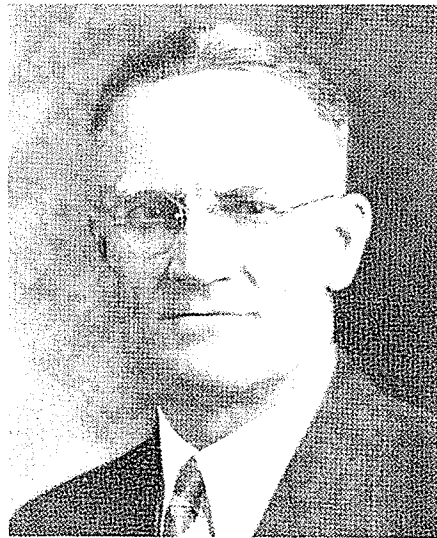
JOHN H. BRUM
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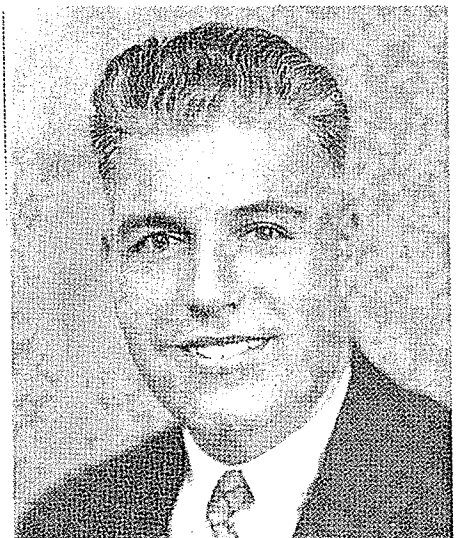
W. GRANT HYDE
1920, 21



E. O. LINDGREN
1922, 23



C. O. MILLER
1926, 27, 28, 29



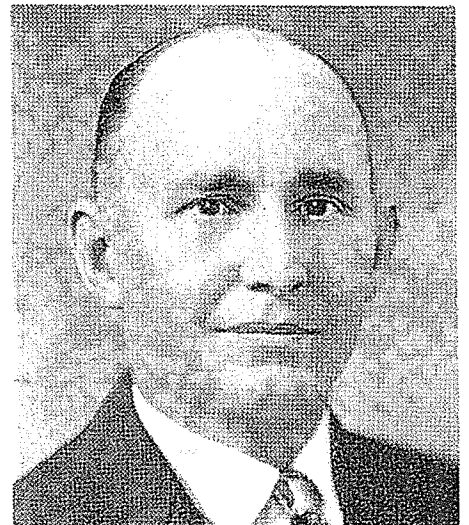
LEON O. TURNER
1930, 31



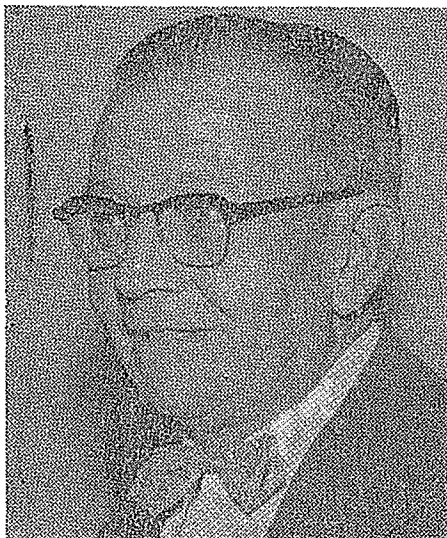
JEROME J. KEATING
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A. W. BONK
1934, 35



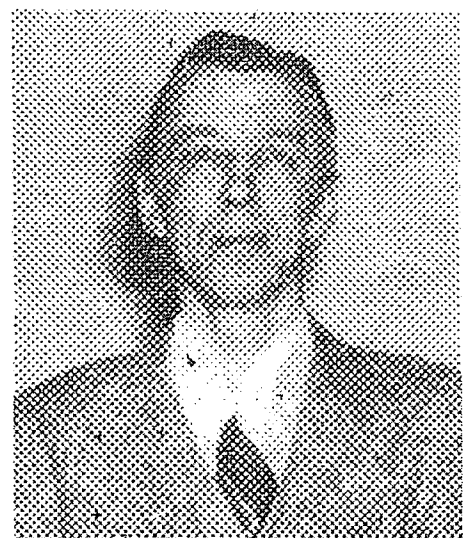
T. J. JONES
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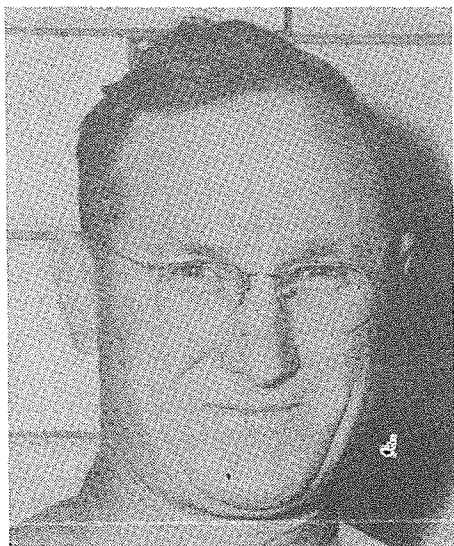
O. M. HELENE
1938, 39, 40



GUY MUCHMORE
1941, 42



L. I. HOLMBERG
1943, 44, 45



GEORGE DES SAINT
1946, 47



GEORGE B. MEDVEC
1948



EDWARD F. COUTURE
1949, 50



ARTHUR F. STROMWALL
1951, 53



J. B. JOHNSTON
1952



MARCEL W. WALGREN
1954, 55, 56



JOE BYRNE
1957, 58, 62



AUDIE CARLSON
1959, 60, 61
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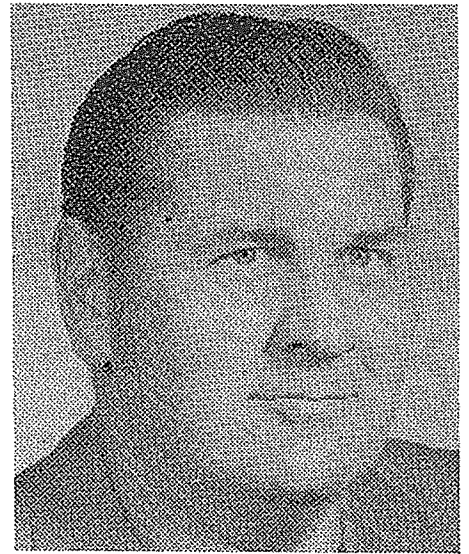
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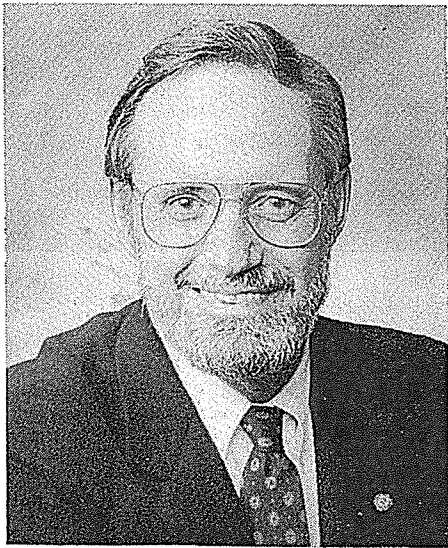
WALTER E. COUILLARD
1966, 67, 68



VERN DOLL
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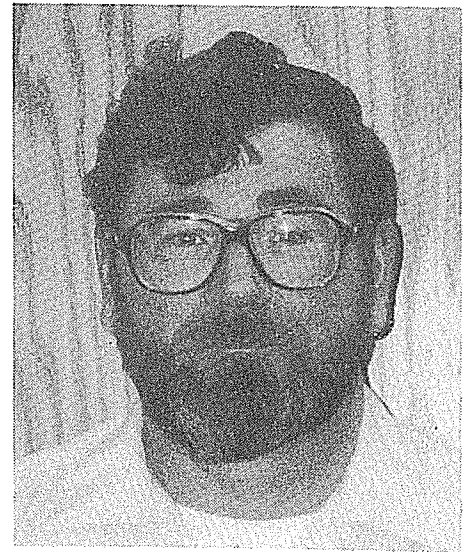
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GENE McNULTY
1977, 78



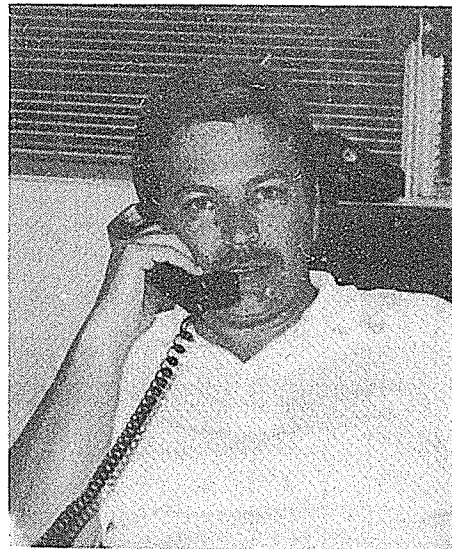
LARRY IRISH
1979, 80



HUGH BYRNE
1981



BILL MECHELS
1982, 83, 84, 85



LENNY LARSON
1986, 87, 88, 89



JAN WILD
1990

OFFICERS OF BRANCH 9

Vice Presidents of Branch 9

1895 — J. O. Williams
1896 — E. E. Bickel
1897 — E. L. Coffin, J. E. Brown
1898 — A. Ashenden
1899 — T. A. Kelly
1900 — W. G. Hyde
1901 — W. O. Chase
1902 — C. Schwerin
1903 — J. C. Townsend
1904 — H. S. Grogan
1905 — C. A. Henry
1906-07 — F. C. Emerson
1908-09 — Wm. Martin
1910-11-12 — A. Ashenden
1913 — F. O. Asplund
1914 — J. H. Pool
1915 — M. F. Donahue
1916 — J. E. Smith
1917-18 — F. W. Galles, G. A. Rosengren
1918 — C. O. Miller
1919-20-21 — E. Baehr
1922-23-24-25-26 — F. H. Nylin
1927 — F. O. Asplund
1928-29-30-31 — L. H. Henneman
1932-33 — H. E. Ryan, F. S. Christenson
1934 — J. W. Dwyer
1935 — L. H. Henneman
1936-37 — O. M. Helene
1938-39-40 — A. J. E. Moberg
1941 — C. R. Becker
1942 — Steven Fedora
1943-44-45 — E. E. Bremmer
1946-47 — E. J. Couture
1948 — A. J. E. Moberg
1949 — J. B. Johnston
1950-51 — A. B. Carlson
1952-54 — U. Grimshaw
1955-56 — Joe Byrne
1957 — Leroy Manthey
1958 — George Holst
1959 — Ernie Wasenius
1960-61 — Joe Byrne
1962 — Wayne Seeman
1963 — Cy Daniels
1964-65 — Al Carlson
1966 — Frank Blake, Clarence Bergquist
1967-68 Clarence Bergquist
1969 — Al Carlson
1970 — Wain Pearce
1971-72 — Lyle Thompson
1973-74 — Richard Miles
1975-76 — Gene McNulty
1977-78 — Larry Irish
1979-80 — Bob Tripanier
1981-82 — Hugh Byrne
1982-83 — Joe Bedor
1983-84-85 — Lenny Larson
1986-87-88 — Jan Wild
1988-89 — Chris Williams
1990 — Charlie Peasha

Recording Secretaries of Branch 9

1895-96-97 — L. H. Clough
1898-99-00 — C. H. Bishop
1901 — U. G. Herrick
1902-03 — J. H. Pool
1904-05-06-07 — J. A. Hanson
1908-09 — A. J. Johnson
1910-11-12-13-14 — M. F. Donahue
1915 to 1924 — H. F. Edlund
1924-25-26-27 — E. G. Larson
1928 — C. O. Turner
1929-30-31 — C. R. Wilkenson
1932-33 — J. D. Shortridge
1934 — A. S. Kimmell
1935 — T. J. Kokes
1936-37-38 — Guy Muchmore
1930-40-41-42 — L. I. Holmberg
1943 — Geo. Johnson
1944-45 — G. J. DesSaint
1946-47 — A. F. Stromwall
1948 — E. J. Couture
1949 — Joe Byrne
1950 — J. B. Johnston
1951-52 — A. L. Mohn
1953-54-55 — Audie Carlson
1956-57 — George Holst
1958-59-60-61 — Walt Couillard
1962-63 — Vern Doll
1964 — Cy Daniels
1965 — Izzy Mehr
1966-67-68 — Al Carlson
1969-70 — Jack Doll
1971 — Russ Aiken
1971-72 — Bob Tripanier
1973-74-75-76 — Larry Irish
1977-78-79-80 — Hugh Byrne
1981-82 — Richard Miles
1982-83-84-85 — Steve Boice
1985-86-87-88-89-90 — Bob Baird

Treasurers of Branch 9

1895-96-97 — T. O. Upton
1898-99-00 — T. Beaudette
1901 — O. A. Olson
1902-03 — F. J. Miller
1904-05 — T. M. Sogard
1906 — F. L. Herrman
1907 — F. J. Miller
1908-09-10 — A. J. Johnson
1911-12-13 — L. E. Miller
1914 — J. H. Brums
1915 — R. L. Cummings
1916-17 — A. M. Rosand
1918 — N. R. Cushing
1919 — W. G. Hyde
1920 — F. J. Miller
1921 to 1932 — F. M. Seimers
1932 — W. C. Smith
1933 — A. W. Bonk

Treasurers of Branch 9

1934-35 — Guy Muchmore
1936-37-38 — J. J. Ambrose
1939-40 — Guy Muchmore
1941-42 — A. W. Bonk
1943 — J. Sicora
1944-45-46 — G. B. Medvec
1948 — W. E. Dwyer
1949-50 — A. F. Stromwall
1951-52 — E. W. Wasenius
1953-54 — Albert Sirois
1955-56-57 — Ken Dunkel
1958-59-60-61 — Al Carlson
1962 — Joe Jezusko
1963 — Frank Blake
1964-65 — Wilbur Andersen
1966 — Kenny DeVine, Russ Shipley
1967-68 — Russ Shipley
1969 — Bob Blake
1970-71-72 — Izzy Mehr
1973-74 — Ron Lawrence
1975-76-77-78-79 — Oscar Davis
1980-81 — Tom Dvorak
1981-82-83 — Bob Tokar
1984-85 — Del Woida
1986-87 — Jeana Anderson Watts
1988-89-90 — Mike Zagaros

Financial Secretaries of Branch 9

1908-09 — J. H. Pool
1910-11-12-13 — U. G. Herrick
1914-15 — E. D. Buell
1916 — F. O. Asplund
1917-18-19 — F. S. Christensen
1920-21 — A. J. Johnson
1922-23 — A. S. Kimmell
1924 — P. Schultheis
1925-26-27 — H. Peterson
1928 to 1935 — J. J. Ambrose
1936-37-38-39 — Geo. Johnson
1940-41-42 — O. T. Redlin
1943 to 1949 — S. F. Phillips
1950-51-52 — M. W. Walgren
1953-54-55-56-57 — Ernie Wasenius
1958-59 — Ken Dunkel
1960-61 — Vern Doll
1962-63-64 — Pete Kiedrowski
1965-66-67-68 — Jack Doll
1969-70 — Russ Shipley
1971-72-73-74 — Gene McNulty
1975-76-77-78 — Richard Miles
1979-80 — Del Woida
1981-82 — Harry Sedesky
1983-84-85 — Dick Anderson
1986-87-88-89-90 — Tom Dvorak

This is the first page of history for the N.A.L.C. and Minneapolis Letter Carriers were a part of it. Our Delegate Frank W. Campbell was elected chairman of the first executive committee.

**Resolutions Adopted by the First Convention of the National Association of
Letter Carriers at Milwaukee, Wisconsin, August 29 and 30, 1889**

We, the Letter Carriers of the United States in convention assembled, at Milwaukee, Wis., August 29 and 30, 1889, do hereby resolve as follows, viz.:

1. That a United States Letter Carriers' Association be organized whose object shall be to promote a closer fraternal spirit amongst them and to unite in directing the attention of Government to certain matters, which (if favorably received) will very materially advance our interests as letter carriers and increase the efficiency of the service.

2. Knowing that a well paid service is necessarily a good one, and while we gratefully acknowledge the many favors which have been bestowed upon us in the past, we respectfully suggest to Congress that an increased compensation (\$1,200 a year to be the maximum limit) would be productive of the best results.

3. An examination of the character of service rendered by carriers, and a knowledge of the continual hardship which a faithful performance of duty entails, will clearly show that our duties are much more arduous, in some respects, than in most other branches of the public service, and we feel that a just and equitable pension system as applied to the civil service, and more especially to the department of which we are a part, would be just and proper. And we are convinced that the encouragement given them by the knowledge that the Government in whose services their best energies have been expended will provide that want will not follow their footsteps in their old age or confront them when incapacitated by injuries received in the employ of their country.

4. That substitute letter carriers be employed at an annual salary not to exceed \$200.

5. We respectfully suggest to the Post Office Department the advisability of adopting a service stripe to be worn on the arm, each strip to denote four years' service.

Signed — COMMITTEE

J. J. GOODWIN. F. S. TRAFTON. A. B. FOSTER. J. A. FAGAN. GEO. A. BLUNT.

ROSTER OF DELEGATES TO MILWAUKEE CONVENTION

R. D. Fairbanks, San Francisco, Calif.	H. R. Evans, Louisville Ky.
F. F. Mobus, Huntingdon, Pa.	John Baker, Louisville, Ky.
C. D. Lewis, Meriden, Conn.	P.A. Dugan, Denver, Colo.
Wm. Seymour, Meriden, Conn.	Geo. H. Marden, Charleston, Boston, Mass.
Chas. E. Young, Massillon, Ohio	E. E. Finney, Oshkosh, Wis.
Wilmot Dunn, Nashville, Tenn.	R. R. Sampson, Chicago, Ill.
Lewis L. Brown, La Crosse, Wis.	J. Price, Louisville, Ky.
W. T. Willis, Mansfield, Ohio	Irwin L. Miller, Chicago, Ill.
Harry Cummer, Buffalo, N.Y.	Clarence Howard, La Crosse, Wis.
Sam D. Brown, Ottawa, Kan.	Max W. Hech, Racine, Wis.
Ben F. Cooper, St. Louis, Mo.	Ira O'Dell, Milwaukee, Wis.
F. L. Saxton, Cleveland, Ohio	T. J. Murray, Milwaukee, Wis.
Julius Caesar, Grand Rapids, Mich.	A. F. Dallmann, Milwaukee, Wis.
Thos. E. Africa, Huntingdon, Pa.	L. R. Lewis, Racine, Wis.
A. L. Bartlett, Meriden, Conn.	Jas. G. Mullins, Chicago, Ill.
E. J. Sigler, Grand Rapids, Mich.	F. A. Wilkinson, Englewood, Ill.
Geo. J. Kleffner, Omaha, Nebr.	Thos. O'Dea, St. Paul, Minn.
J. B. Hodge, Chicago, Ill.	A. V. Arnold, Springfield, Ill.
John Stewart, New Orleans, La.	H. M. Day, St. Louis, Mo.
John J. Goodwin, Providence, R.I.	Larris Haebel, Louisville, Ky.
Chas. F. Gehring, Buffalo, N.Y.	Adam Kraher, Louisville, Ky.
W. H. Wood, Detroit, Mich.	Wm. J. Daly, Detroit, Mich.
F. S. Trafton, Cleveland, Ohio	J. J. Redmond, Chicago, Ill.
Nelson G. Lovelace, Rochester, N.Y.	Geo. V. Hall, Lincoln, Nebr.
Geo. A. Blunt, Worcester, Mass.	T. J. Wichman, Chicago, Ill.
A. B. Foster, St. Paul, Minn.	Frank Finauf, Racine, Wis.
Joseph A. Fagan, Englewood, Ill.	J. J. Simmons, Chicago, Ill.
C. P. O'Neil, Englewood, Ill.	Chas. S. Glaw, Racine, Wis.
F. W. Campbell, Minneapolis, Minn.	Harry Lorsch, Milwaukee, Wis.
Wm. W. Meinecke, Racine, Wis.	E. A. Augustus, Milwaukee, Wis.

OFFICERS

President — Wm. H. Wood, Detroit, Mich.

Vice President — August F. Dallmann, Milwaukee, Wis.

Secretary-Treasurer — Geo. E. Goellner, Detroit, Mich.

Executive Committee —

Frank W. Campbell, Minneapolis, Minn.
Ira O'Dell, Milwaukee, Wis.
John J. Goodwin, Providence, R.I.
Harry Cummer, Buffalo, N.Y.
John J. Simmons, Chicago, Ill.

Legislative Committee —

H. W. Day, St. Louis, Mich.
Wilmont Dunn, Nashville, Tenn.
Geo. J. Kleffner, Omaha, Nebr.
J. J. Redmond, Chicago, Ill.
Thos. F. O'Dea, St. Paul, Minn.

BRANCH 9 ORIGINAL CHARTER, MARCH 24, 1890



To whom it may concern, Greeting:

THIS CHARTER
IS GRANTED BY THE
National Association of Letter Carriers
OF THE
UNITED STATES OF AMERICA

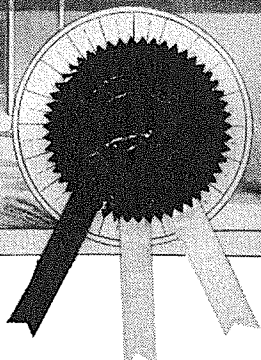
To the Officers and Members of Branch No. 9 of
State of and their successors, authorizing and establishing them as a
Branch of the National Association of Letter Carriers, for the purpose of participating
and sharing in the business, benefits, and emoluments of said National Association
of Letter Carriers.

C. J. ... Post. *J. ...* Vice-Post.
W. ... Secy. *J. ...* Treas.

And we do hereby agree to be guided and governed by the Constitution and By-Laws of said National Association of Letter Carriers now in force and with such alterations or amendments as may from time to time be enacted for the guidance or control of said National Association: wherein this Charter to be Full and Valid.

Secretary-Treasurer

President of A. L. C.



THE HISTORY OF BRANCH 9

The Minneapolis Letter Carriers first effected a permanent organization on November 5, 1883, when with 27 members, the following officers were elected: President, A. Ashenden; Vice President, F. W. Campbell; Secretary, George A. Plummer; and Treasurer, G. P. Hedderly.

The objects of this infant organization were: First to act in unison with other local groups throughout the United States in petitioning Congress to enact into law a bill providing for the payment of carriers in first class offices at the rate \$600, \$800, and \$1000 per annum, and in second class offices at the rate of \$600 and \$800 per year. The second objective was to attempt to secure passage of a bill which would provide for 30 days annual leave with full pay. A third objective and perhaps the most unifying issue was the eight hour day law. In 1868 Congress passed an 8 hour law for "federal laborers, workmen and mechanics." The Post Office department argued that its employees did not fit the description and refused to comply. Committees were appointed, one to work on each bill, contacting the Congressmen and Senators for their support, just as we do today.

In 1885, largely through the efforts of Senator S. S. Cox, our champion in those days, the salary bill, and the vacation bill in its amended version of 15 days, both became the Law of the Land.

In 1887 a committee was appointed to confer with Colonel Lowery in regard to transportation on his streetcars when in uniform, and with the help of J. J. Ankeny, Postmaster, a satisfactory agreement was reached, whereby, beginning the 1st of October, 1887, carriers were allowed to ride at a considerably reduced rate.

In 1888, again with the help of Senator Cox, Congress overrode the Post Office Department's strong opposition and passed an 8 hour bill for letter carriers.

This local band, now flushed with victory, resolved to form a permanent organization for sick and funeral benefits, and to continue to act with other cities to secure legislation for the betterment of all.

On August 17, 1889, Minneapolis carriers received a letter signed by some of the Presidents from the large Eastern offices advocating the formation of a National Letter Carriers Association, and requesting that this group send a delegate to Milwaukee to help determine any further action along this line. F. W. Campbell was chosen to represent the Minneapolis Letter Carriers at the historic gathering, which he did to the satisfaction of the Association and with honor to himself, being elected Chairman of the Executive Board of the National Association and as

such became our first National Officer. On February 9, 1890, this wonderful group of local men voted to join the National group and received their charter on March 24, 1890 as Branch Number 9 of the N.A.L.C., a name and number we have been proud to carry ever since.

On February 21, 1893, Branch 9 first became affiliated with the M.B.A. and elected H. McDevitt and L. H. Clough as delegates to the N.A.L.C. Convention held in Kansas City, MO. They were both honored at this gathering; Brother McDevitt being chosen as our first National State Vice-President and L. H. Clough being elected a member of the Executive Board of the N.A.L.C., the second time we had a National Officer from our Branch.

Then came a period of growth, both locally and nationally, which found more and more benefits being secured for the membership. Our salaries, through the untiring efforts of our local, state and national officers and associations, mounted from that \$1000 top grade in 1884 to \$1200, then \$1500 in 1919, \$1800 in 1921; \$2100 in 1925.

However, our progress during these times cannot be measured in salaries alone nor in the battles we waged, the sweat, the toil, the victories and defeats cannot be measured in any definite periods of time. Compensation for injuries incurred while on duty; sick leave, first for regulars and then for subs; retirement; 40-hour weeks with compensatory time for work performed on Saturdays; time-and-a-half for overtime — all of these had to be fought for . . . tirelessly . . . year after year. Retirement and sick leave went into effect in 1920. In 1925 Calvin Coolidge signed our \$2100 salary bill and on May 4th of the same year our medical unit was established in a little side room with one box and a distributing case for equipment. During the "depression" years to follow, we fought off many an attempt to cut our salaries and furloughs with some degree of success while trying to alleviate the suffering of our subs through organized contributions. Some of our regulars kicked about that, too, but we came through the dreaded "depression" and wound up with a 40-hour week and comp. time.

We remember the years of 1923, '24, '25, too, when good old Pete Cummings and our own Irving Baehr toured the whole state of Minnesota organizing both locally and for the state, every town with carrier services. They used their own vacation time for this purpose and were allowed some \$300 for the work by Branch 9. We also remember the squawk that went up at one of the meetings when it was pro-

posed that we pay an assessment of 50 cents to reimburse these two hardy pioneers. Look over the records of such great leaders as Oscar Miller, Leon Turner and the never-to-be-forgotten JEROME KEATING, who began his career on March 28, 1924. Their records speak for themselves.

1927 found the National Convention being held in El Paso, Texas, which fact merits mentioning here for two reasons. The first being that Branch 9 submitted a bid for the next Convention to be held in 1929, and we were honored by being given the right to play host to you at that time. The other item of note is that at El Paso, Jerry Keating was chosen to serve as Chairman of the Substitute Committee, his worth beginning to be recognized nationally already.

The period of August 26 to 31, 1929 occupies a prominent place in the history and memory of our Branch; for this was our first National Convention here, and the able committee went all out to assure its success. And from the word of oldtimers met at many places in the States, we can only conclude that it was truly just that. And at this conclave, we again found one of our men elected to a National office. C. O. "Oscar" Miller, Chairman of the Convention Committee was chosen to serve on the Board of the M.B.A.

Following rather closely on the heels of such a successful convention we find our own Jerome Keating seated as president of Branch 9. With grave illness in his little family and plenty of trouble at home, we saw him set out in a little, old rickety Ford, for anywhere from 50 to 600 miles, bent on association work while keeping in touch with developments in Washington and the situation at home. How he ever stood up under the ordeal, is something that only the most courageous, most sincere, fightingest Irishman on earth will ever be able to understand. He went on up . . . He had to. . . We lost a local champion and gained a national figure.

The battling Art Bonk took up the torch in 1934 where Jerome left off. Who can forget his wordy protests of any and all injuries that may have befallen the letter carrier. A great defender of the carriers' rights, was Arthur. We were mighty proud of him and always will be.

O. M. Helene followed rather closely in Art's footsteps. He considered it a duty to visit each first and second class office in the state at least once each year, and not always at the Branch's expense. . . . That's believing in your organization right up to the hilt.

Moving along the highlights of our historical record, we find that at the Conven-

tion in 1935 in Cleveland, Ohio, our own Jerome J. Keating was elected to the Board of the Constitution and Laws; then in 1942 upon the sudden death of John Morgan, President Doherty appointed Jerry to be Chief Collector of the M.B.A. and he hung up the sack for good. He continued to move up subsequently to the position of Vice-President and ultimately National President from 1962 to 1968.

Larry Holmberg, President in 1943, '44, '45 spent much time helping to thresh out a salary bill and other bits of legislation commensurate with the trend of the times. Three terms of effort, rewarded by criticism and little praise, should be just about enough for anyone.

1946 brought our National M.B.A. Director John H. Sullivan to town to install George Des Saint as President of Branch 9. The pay raise issue loomed big with private industry workers receiving between 15% and 20% raises, the union had its work cut out for it. Also on the agenda was passage of a bill to give subs credit for the years of service they had before making regular, and to give veterans who were called for civil service appointments (they could not accept because they were on active duty during the war) the seniority from their original call to work. Retirees were badly in need of a raise in their annuity. These struggles went on through the 2 years George Des Saint was President.

George Medvec came into office as President in 1948 with good news at his heels. The N.A.L.C. had been successful in passing the retirement bill and Jerome Keating, who had worked so hard on it for the past 2 years, saw to it that the bill was flown to President Truman in Florida for his signature so no more time would be lost. P.M.G. Jesse M. Donaldson issued orders to create enough new routes to restore "good mail service to the American public." This was eagerly embraced by Minneapolis Postmaster John Coan, who immediately set out converting auxiliary routes to regular routes and putting in more than 50 new routes. Welcome relief to the carriers of Branch 9.

Ed Couture began the first of 2 terms as President in 1949. Ed brought a lot of experience to the office, having been active in the branch for many years, helping to get the Branch 9 News started, serving as Secretary, and holding numerous committee assignments. Along with all the usual salary battles, Ed led Branch 9's efforts to secure passage of a state dog bite law to make owners liable for their dogs. The Branch 9 Quartet began receiving national recognition at this time. The retention of 2 deliveries a day was one of the battles going on in Washington.

Arthur Stromwell was elected President in 1951, and served in that office for 2

terms, 1951 and 1953. J.B. Johnston was Branch President in 1952. Art was the third President ever to be elected twice to non-consecutive terms. With elections being held every year, it's funny it didn't happen more often. Big news in 1953 was the Post Office announcing that 162 subs would get their regular appointments, some of them having been on the rolls since 1946. The legislative battle for a pay raise found us fighting for an \$800 annual increase.

Marc Walgren held the position of President of Branch 9 from 1954 to 1956. Minneapolis hosted the 1956 Convention in August. Marc was the general chairman with Audie Carlson, and Ernie Wasenius acting as his right and left hand. The weather man cooperated, and we had 8 days never above 85. The convention was a resounding success. Marc did not seek reelection.

Joe Byrne was elected in 1956 to 1958. Joe instituted brain storming to solve Branch 9 problems, and it worked. Joe had Irish charisma that could not only charm Branch 9 members, but also management. Joe had a good term as President, and brought in new people to be Branch 9 officers. Joe did not seek reelection.

Audie Carlson became President from 1959 to 1961. He had one of the great minds of Branch 9 and a personality second to none. Under his leadership Branch 9 pulled a very successful strike. Almost all carriers drove to their routes and received two tokens a day. By Branch action every carrier quit driving and management had to get the carriers to and from the route. After about 2½ months management agreed to a car drive out agreement that lasted for many, many years. Audie was appointed National Field Director and did not seek reelection.

Joe Byrne was again elected President in 1962, but due to ill health he turned the job over to Vice President Wayne Seeman. Wayne remained President until 1965. During Wayne's term of office a local contract was negotiated, the terms of which remained in effect for many years. Wayne had ability to delegate jobs. Postal wages continued to lag behind other workers. Wayne did not seek reelection in November of 1965.

Walt Couillard was President from 1966 through 1968. Walt built the membership up to 1835 members and only 13 nonmembers. The mailster was the biggest controversy during his term. Although letter carriers did receive Level 5 pay, wages still lagged. Walt was appointed National Field Director and did not seek reelection.

Vern Doll was President from 1969 to 1972. The strike of 1970 occurred and Minneapolis along with many other Branches took part. The strike brought in-

creases in wages, and labor-management by law. Vern did not seek reelection in November of 1972.

Bob Tripanier was elected President from 1973 to 1976. Bob brought a new style of leadership to Branch 9. Bob was confrontational and everyone knew where he stood. He was a great defender of employees' rights and an expert on workers' compensation.

Gene McNulty was President in 1977 and 1978. Gene was a hard worker and represented the membership well. Gene became a rank and filer in 1970 but had gradually broken away from that distinction when Vince Sombrotto was elected National President in 1978. Gene was elected to National Business Agent the same year but not as part of the Sombrotto slate. Politics is a strange game. Gene did not seek reelection as President of Branch 9.

Larry Irish was elected President in 1979 and 1980. Larry was always a friend to all and I don't believe when he completed his two-year term that he had an enemy in the carrier ranks. He also had to negotiate a local contract which he did successfully. Larry did not seek reelection.

Bob Tripanier was again elected President in 1981 but due to ill health, he turned the Branch over to Hugh Byrne. He was the son of Joe Byrne and had seen some inner fights in Branch 9 over a long span of time. Hugh served as President only a few months in 1981 until a special election was held.

Bill Mechels was President from 1981 to 1985. Bill was a quiet and unassuming guy who did his job as President. When letter carriers needed help he was there. When the NALC needed help he was there. You could always count on Bill.

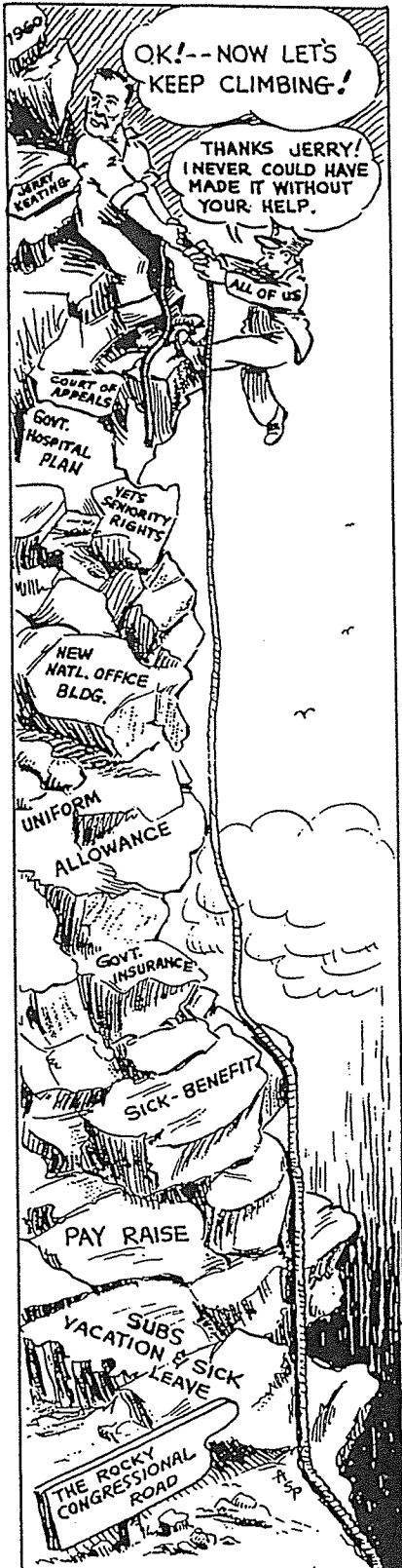
Lenny Larson was elected President from 1986 to 1989. Lenny was always ready to try something new and usually it worked out very well. By the end of his term Branch 9's income had risen to \$500,000 per year. I wonder what the first president of Branch 9 would think of that. I wonder what Walgren, Carlson and Joe Byrne would have thought of that.

Branch 9 goes onward and upward — always leading the way. Today we have elected Jan Wild, President of Branch 9 and she has the honor of being the first full-time elected woman president in the country.

That is history . . . isn't it? In going back over the records of those earlier meetings on the floor of the old halls, we sort of read between the lines and gathered that they, too had their battles against outside forces as well as from within. We note the ancient and honored names of fighting officers and directors and trustees — ever gaining more and more for the letter carriers. . . . Not rapid strides. . . . Sometimes

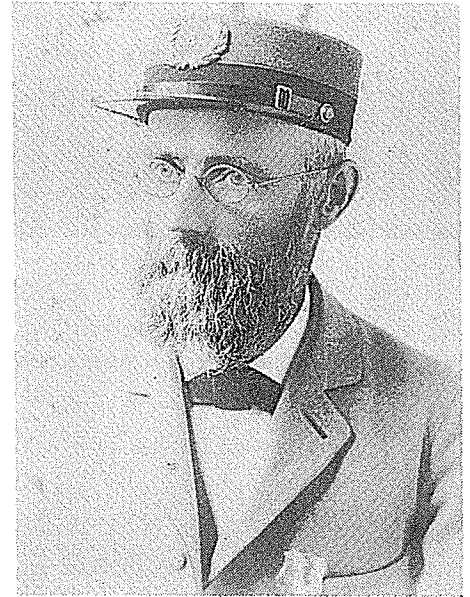
going off on a tangent but always moving forward with the interests of all carriers at heart, until the closest observer in the good old days, were he alive today, would hardly be able to recognize his baby after it had grown up.

Follow the history of Branch 9 again through the remainder of this book expanded by the words and deeds of the members who helped make it happen.



FIRST MINNEAPOLIS CARRIER

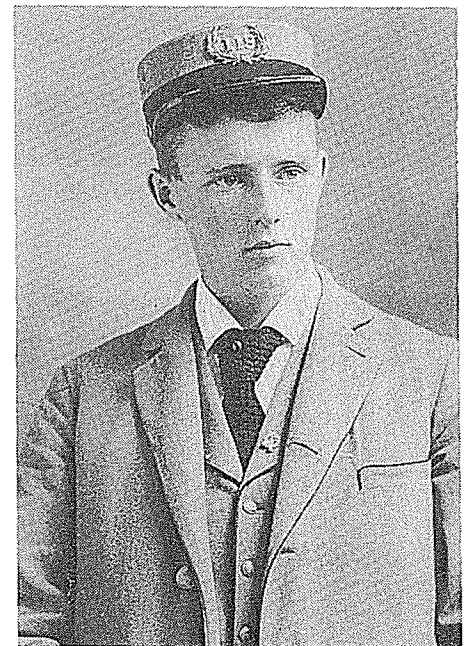
The free delivery service was established in Minneapolis in 1873. At that time the city of Minneapolis was divided into seven routes. These seven carriers were the original city carriers of Minneapolis. First of these, probably because of his initials, was Albert Ashenden. The routes were immense even though the population of our town was only 30,000. The number of carriers grew until 1883 when 26 men were on the force. This is the year that the Minneapolis Letter Carriers Association was formed, with Albert Ashenden as its President. Branch Nine, as we know it today, was organized in 1890. Ashendon carried mail until he was 79 years old. At that time he was on "light duty" by carrying the Post Office and the nearby territory. He started to feel his age about this time and decided to hang up the sack. His son Frank, a letter carrier also, suggested he take a leave of absence until Congress passed the retirement law. Congress passed a retirement law so Albert Ashenden went on pension when he was 80 years old.



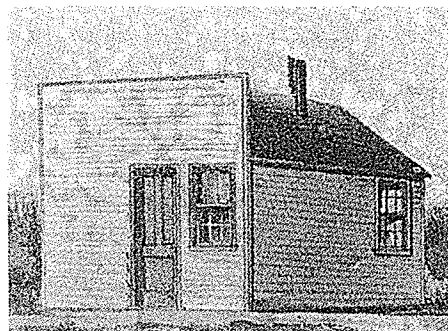
Albert Ashenden

He had the distinction of receiving the No. 1 check to be given under the new law to a letter carrier. He enjoyed his pension for two years until he passed away in California on September 30, 1922. May 25 was his birthday and he was born 150 years ago in England. His son Frank continued as a letter carrier and received his 50 year Gold Card membership at our retiree banquet in 1950.

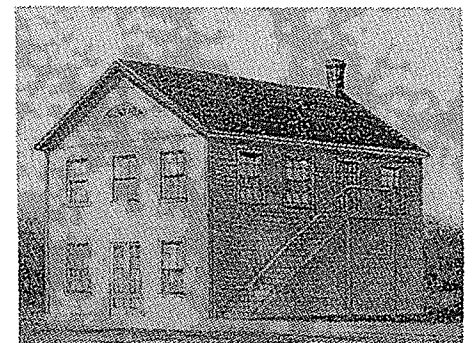
The six carriers appointed with Ashenden were Paul Van Cleve, Clarence Timson, Peter Lemmor, Eugene King, Andrew Slotten, and Albert Whitmore. One of the carriers describes his route back in those days by saying, "I made one trip a day and when you consider I had to walk from the Post Office (214 Nicollet in them days) to Cedar Avenue and all the way over the stretch of country to Lake Street it is surprising that I covered that territory every day."



Albert's son Frank Ashenden (circa 1900)



The first Post Office opened in this area, which was called St. Anthony Falls at the time, opened in 1849 with Ard Godfrey as Postmaster.



In 1854 the growing community on the west side of the river, sometimes referred to as Minneapolis, opened this Post Office. Hezekiah Fletcher was Postmaster and the first years receipts were \$138.71.



J. S. Payne, 1601 University avenue SE., drove a two-lunger on his mail route in 1902. The horses didn't care much about his car then.

RETIREEES FROM '30s AND '40s RECALL THE EARLY DAYS

James C. Crowley retired about 1940 after a career of 53 years with the Post Office.

He started as a junior clerk and can remember when he and one other man hand-stamped all the mail going out of the Post Office.

"In those days we worked a schedule from 8 a.m. to 8 p.m.," Mr. Crowley said. "Then three times a week we were called down to work overtime. There were no vacations, no sick leave, no overtime pay. At that time there were about 25 clerks and 30 carriers. Today (1940) there are more than 1,700 employees."

One Man Carried Mail

Mr. Crowley recalled that in those ear-

ly days the transportation of mail from the depot to the Post Office was accomplished by one man. today about 60 men and some 90 trucks handle that work.

Marc Wanvig retired in 1932 and recalls trudging down dark streets and reading addresses with kerosene lanterns as a common practice for Minneapolis' 28 letter carriers in 1884 when he first started work for the Post Office.

There was no eight-hour law in those days, Mr. Wanvig, recalled, and mail men often worked 16 and 18 hours to get through their routes.

The postman's whistle was in vogue and its cheery note summoned people to get their mail. "We were delayed a lot in those days because people didn't answer the

whistle," Mr. Wanvig declared, "but it didn't make much difference because we could work until we were finished."

Paydays Informal

Christmas made as much trouble then as now, he said. For a week during the rush he lived at the Post Office, working from 6 a.m. to midnight and sleeping on a cot in the office.

Paydays were informal, he recalled. The postmaster came through the office with a roll of bills in his hand and peeled off the correct amount for each employee.

Wanvig worked for eight postmasters, from O. M. Larraway to A. J. Schunk. During that time he saw the inception of parcel post, special delivery, branch offices, civil service and air mail.



The Post Office Band 1893. (Front Row, L-R) J.H. Pool, C.H. Bishop, G.H. Frank, F.W. Hewitt, J.E. Brown, C.L. Abbott, E.E. Bickel. (Back Row, L-R) M.H. McDivitt, F.J. Miller, A.J. LaDuke, Guy Hawkins, C.H. Bellanger, G.T. Glottelster, H.E. Persons, J.A. Halling, C.A. Henry, F.A. Ashenden.

THE MAN OF LETTERS

(Dedicated to the N.A.L.C.)
(Copyright, 1909,
by Ulysses Grant Herrick.)

In summer, winter, spring and fall,
The man of letters, on his round,
Hears one perpetual, sing-song drawl —
That dear, familiar, sweetest sound,
“O Mr. Postman, is that all?”

Are you quite sure now, is that all?
No! that's not all, the postman lies;
Will bring the rest next time I call;
Then on he goes but hears those cries,
“O Mr. Postman, is that all?”

Priscilla, Prudence, Peg and Poll
Are always sure to be about
While Silas, Solomon and Saul
Increase the chorus with a shout,
“O Mr. Postman, is that all?”

The boys at once stop playing ball,
Whene'er the postman comes along;
The girls throw down the headless doll
And all join in the merry song,
“O Mr. Postman, is that all?”

The toughs filled up with alcohol
Fail not to note the passing mail;
They quite forget their drunken brawl
And swell the everlasting wail,
“O Mr. Postman, is that all?”

The cobbler breaks his pegging awl,
The cooper lays aside his maul,
The old maid, drops her parasol
As one by one they each recall,
“O Mr. Postman, is that all?”

From window, basement, stairway, hall,
Three hundred thirty-three times three —
The fat, the slim, the short, the tall
Each day ring out this jubilee,
“O Mr. Postman, is that all?”

Each week he hears the dismal squall
Nine hundred ninety-nine times seven —
Good people all, from king to thrall,
Will you keep singing up in heaven,
“O Mr. Postman, is that all?”

For each year write upon the wall
Six thousand plus nine ninety-three
Times fifty-two — and yet they bawl
At breakfast, luncheon and at tea,
“O Mr. Postman, is that all?”

From Scandinavia and St. Paul
Alaska, China, Egypt, Spain —
From every land where shines old Sol,
Each one peals forth this glad refrain,
“O Mr. Postman, is that all?”

The parcels may be large or small —
One letter or five dozen score —
Enough for any mule to haul.
And still they howl with endless roar,
“O Mr. Postman, is that all?”

When tired out, I cease to crawl
Upon this great terrestrial ball,
Will someone stand beside my pall
And say these words with bitter gall,
“O Mr. Postman, is that all?”

If fires of hell my soul enthrall
Thru ages that are yet to be;
At home with Bob G. Ingersoll,
Will fiends below keep asking me,
“O Mr. Postman, is that all?”

Minneapolis PO Services Offered 1910

In a guide published in 1910 the following information was given about the P.O. “The general Post Office is open for the reception of mail from 5 o'clock a.m. to midnight, and for the general business from 7:30 a.m. to 7 p.m., except Sundays. Registry is opened from 9 a.m. to midnight and the money order business from 9 a.m. to midnight.”

Carrier stations were opened from 7 a.m. to 7 p.m. There were 10 stations at that time. They were located at the following places:

St. A, 228 Central Ave.

Riverside, Cedar and 3rd St.

Lyndale, 2917 Lyndale South

Highland, 1910 Washington Ave. N.

Camden, 709 42nd Ave. N.

Bloomington, 1501 Lake Street

Commerce, Old Chamber of Commerce Bldg.

Linden Hills, 2733 W. 43rd St.

Fourth Ave. Sta., 1728 4th Ave. So.

Station F Rural Carriers, 53rd and Lyndale.

On delivery this book goes on to say that in the central part of the city THREE TO SIX deliveries were made daily. Mail could be called for at the Post Office from 10 a.m. to 11 on Sundays.

First Air Mail Flight

October 17, 1911, was a great day in Minneapolis, 75,000 persons lined the shores of Lake Calhoun to see Hugh Armstrong Robinson take off on the first successful air mail flight from Minneapolis. On the trip he carried 15 pounds of mail to Rock Island, Illinois — the longest distance letters had ever been flown by man. The flight of 317 miles took four days — but it was a record that was front-paged throughout the land.

On the day Robinson made his historic flight, children skipped school and thousands of office workers took the day off to watch the historic event.

Salary History

TOP STEP

Year	Annual Salary
1873	600
1885	1,000
1918	1,400
1926	2,100
1945	2,500
1955	4,410
1965	7,062
1974	12,618
1979	18,988
1990	30,775

Minneapolis Post Office, 1928

At that time there were only 419 mail carriers at eleven stations and the Main Post Office. This included all the mail carriers at the eleven stations and Main Office plus the day mail collections and night mail collections over the entire city and downtown. It also included eight parcel post routes over the entire city.

The Main Post Office was located at 3rd and Washington Ave. South across 3rd Ave. So. from the Milwaukee Depot. We moved to the present location in the spring of 1934.

The Loring Park routes were delivered from the Main Post Office, as were the Riverside routes located near "Seven Corners" and south along the river. East 26th Street was the Main Office boundary line.

Traffic Station was located on Seventh and 1st Ave. No., next door to the Jeweler's Exchange Building. The Kenwood routes and Lowry Hill routes were delivered from Traffic Station.

Commerce Station was located on 3rd Street So. at 4th Ave. So. next to the old and new Chambers of Commerce.

Minnehaha Station was located at 31st St. near Minnehaha Avenue.

Bloomington Station was located at 1508 East Lake Street near Bloomington Ave.

The Lake Street Station was located at 32nd and Fridley Place next to 1st Avenue So.

Richfield Station was located in the area of Diamond Lake Road, near Nicollet Ave.

Linden Hills Station was located at 2716 West 44th Street (near 43rd and Upton So.) It served the western areas including the Country Club area and Morningside area.

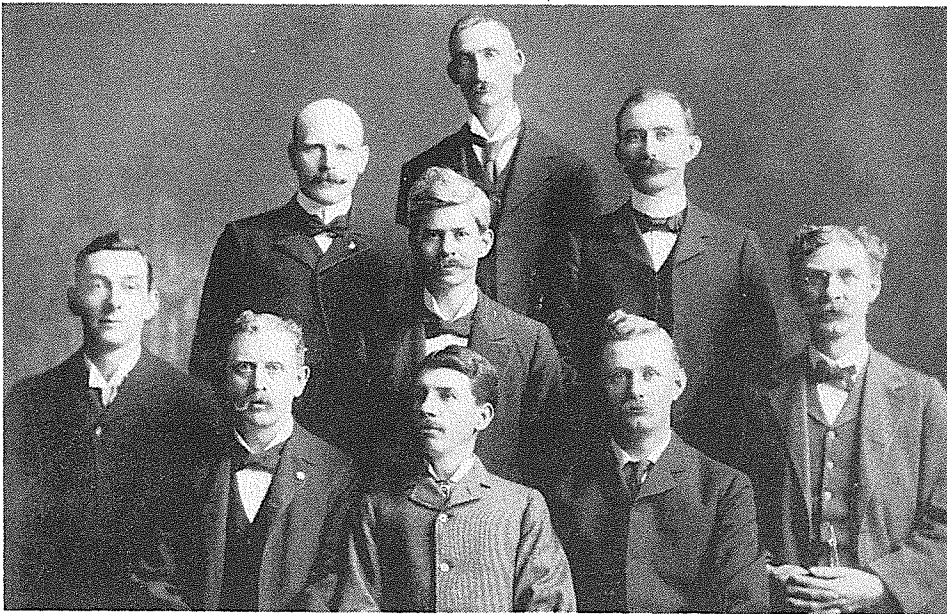
Highland Station was located on West Broadway near Emerson Ave. and Dupont Ave. No.

Camden Station was located in a small building at 42nd Ave. No., between Aldrich and Bryant Avenue. There were about 8 carriers and 2 rural carriers from this station.

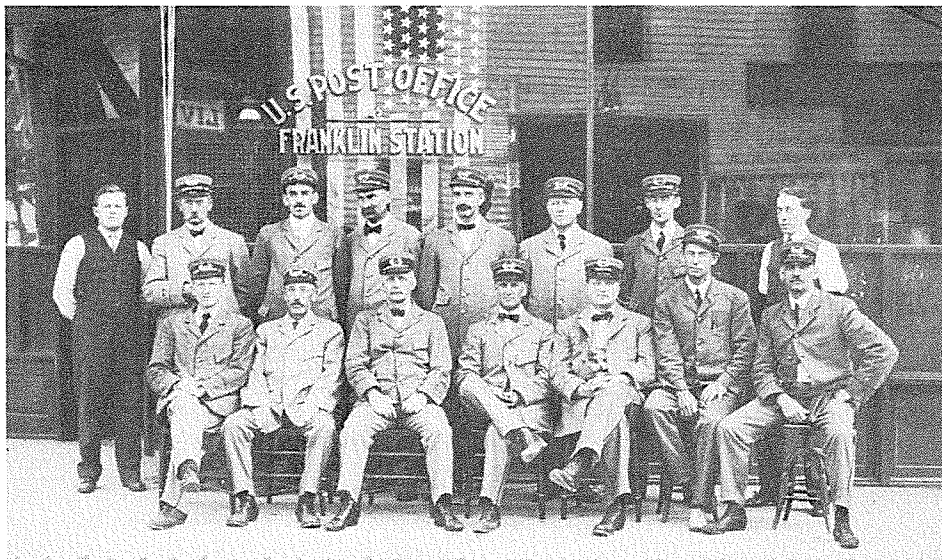
The Northeast routes were served out of "Station A", St. Anthony, as it was sometimes called.

The Columbia Heights Station was located at 40th Ave. N.E. and Central Ave. and had approximately six carriers and 2 rural routes.

The City of St. Louis Park came into the Minneapolis Post Office as a station on October 1st, 1929. There were only two carriers in the St. Louis Park Post Office at that time and one rural route. "Dutch" Goodhard and Herb Axelson were the city carriers, and Ed Stoops (R. Route #9) was the rural carrier.



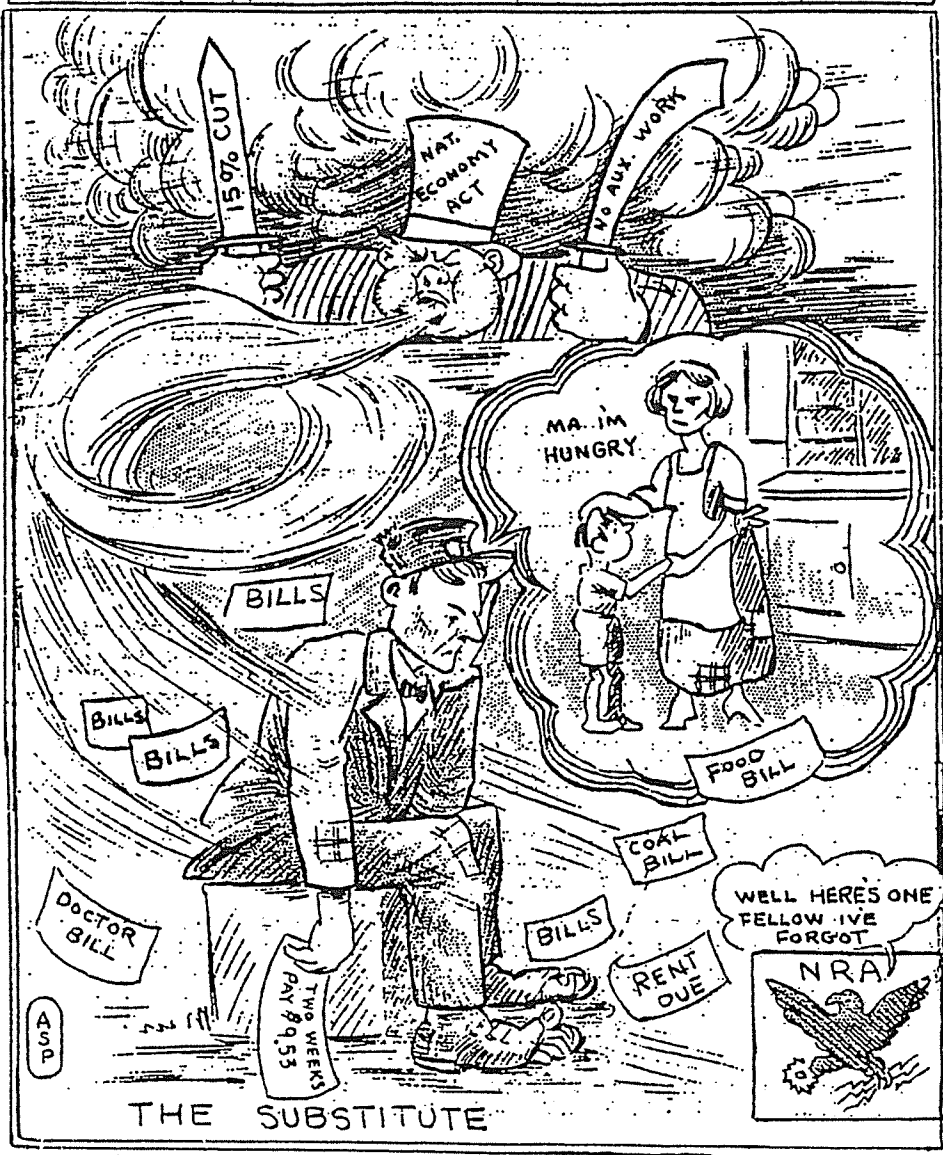
Branch 9 Officers 1901. (3 in front, L-R): F.H. Doole (Trustee), J.N. Porter (trustee), O.A. Olson (Treasurer). (Second row): J.H. Pool (trustee), Wm. Watson (President), W.O. Chase (Vice President). (Third row): U.G. Herrick (Secretary), C.A. Cavanaugh (Sgt.-at-Arms). (Top): W.G. Hyde (Collector M.B.A.)



Franklin Station approx. 1915. Carriers present (in uniform, L-R standing): Tyler, Swift, Loy, Schwab, Nelson, Fairchild. (L-R sitting): ?, O'Neil, Dickinson, Smith, Swanson, Walling and Coffin.



Station D 1900.



The Branch 9 Letter Carriers Band is the proud owner of the Will H. Hayes Band Trophy presented at the band competition in Providence, R.I., 1923.

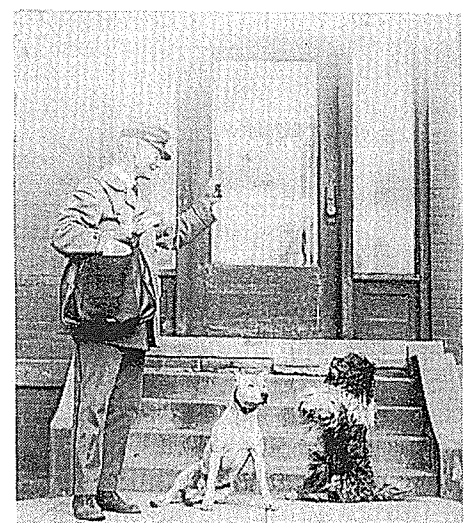
Will H. Hayes served as Postmaster General in 1921. He remained in office for only one year. As a result of his strong commitment to improve the working conditions of letter carriers he was made an "honorary" life time member of the NALC. Hays, uncomfortable with the word "honorary" asked to become a dues paying member. He remained so until his death in 1954.

"... Back in 1924 the substitutes had hard times, the pay was only 60 cents an hour, but that was the least of our problems. Getting a proper number of hours was worse and added to that were long periods of substitution. In addition, if one worked 20 hours it was on straight time. The best times for subs was during the vacation periods and Christmas were golden times — not too much gold either. There was no guarantee of hours of any sort, probably the worst evil was that if the supervisory force had difficulty in filling a route they would call in a group of substitutes. Needless to say the appearance of a group of new men created a number of long faces in the swing room. Each new substitute was put with a regular carrier to learn without pay of course. Some of them went with the regular for several days.

We had so many substitutes that we would go down to the park to play ball. We frequently had enough men for two soft ball teams, plus umpires, plus spectators.

We decided that something must be done, so we organized the substitutes. The Branch was most sympathetic. The subs campaigned energetically, and Arne Moberg and myself were elected to the National Convention in El Paso, Texas. We were the first subs ever elected delegates to a National Convention.

— Jerome Keating



William E. Walling (circa 1927) shows that even in the early days not all dogs were bad. He started as a sub April 15, 1895 and retired January 1, 1934.

FIRST VEHICLES

Mechanized vehicles for the Post Office in Minneapolis appeared in July of 1920. The Post Office received the W.W.I. surplus vehicles from the war department. Prior to that a horse delivery company had a contract to haul for the Post Office. All wagons were equipped with a back rear step for collectors. When parcel post delivery was established larger wagons were built with one to three men assigned to each wagon. Trucks were a big improvement over the horse and buggy days. It must have been a job harnessing a horse on a cold day. When a regular was laid off, the sub had to go to his home to get the horse and buggy. The sub was only on the clock while sorting and delivering the mail.

Back in the twenties and thirties we had the Commerce Trucks, they were used on loop collections and parcel post. They were World War I army surplus. They were built high with a high running board, no starters, they had to be cranked, no automatic windshield wipers and **no heaters**.

What they did have were very sturdy springs that were made for heavy loads, not for mail. When we hit a chuck hole in the street, the entire truck bounced up and down.

We called them "Lumber Wagons" and they sure rode like it.

The cargo space was covered with a heavy wire screen. When it rained or snowed, we would fight to lower the heavy canvas to protect the mail. The heavy chains on the tail gate rattled like the chains on Marley's ghost in Dicken's "Christmas Carol." To get in or out of the cab, there were two steps.

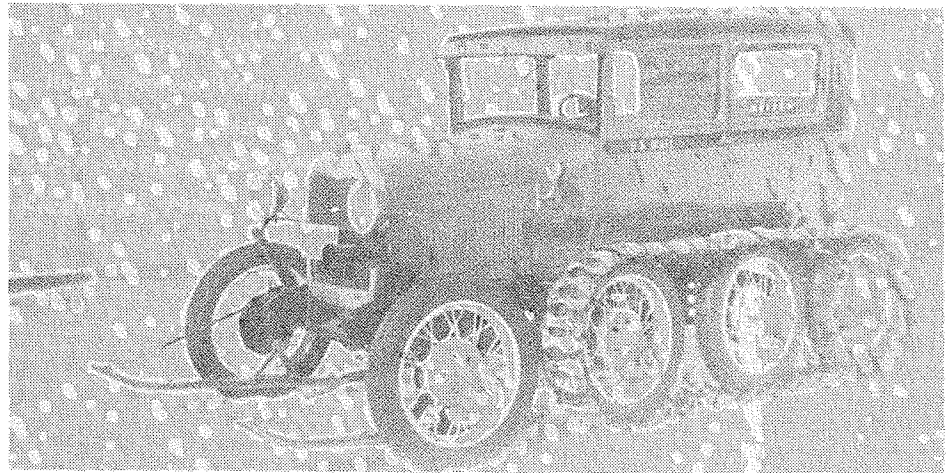
These trucks were used on Parcel Post routes and heavy collection routes. Loop collections were made between 4:00 and 6:30 P.M. We made half-hour trips with helpers. At 6:30 the drivers would switch to the Model-T trucks for residential collections.

The Model T Fords had the modern wipers that the Commerce trucks had not, but God help the man that tried to crank that Model T before he retarded the spark. Result: a broken arm. They had small tires and many a truck was tipped over when the wheel got into the street car tracks. They were small trucks and I could never figure out how the big men like Joe Dondelinger, Jerry Keating, Don Giese, and Harvey North ever got in and out of these almost toy trucks.

In 1931 the P.O. Dept. bought a fleet of 29 Essex sedan chassis and put truck bodies on them. They were a treat for a while — they had starters, windshield wipers, but **no heaters**. On smooth streets they jumped like a kangaroo. The Essex trucks life span was short. In '31 the Model A's replaced the Commerce trucks.



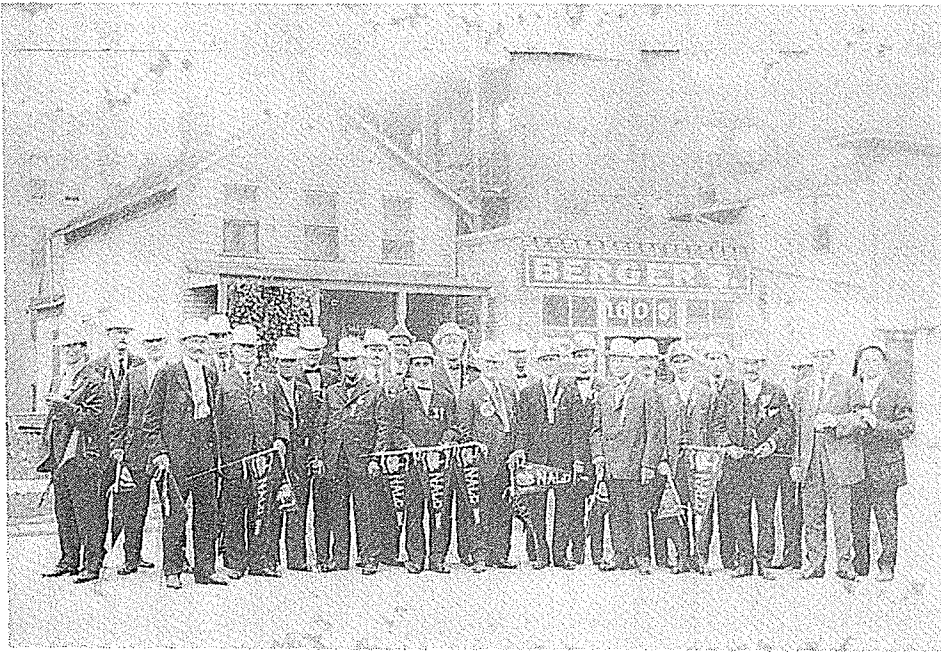
"The Federal Building" on 3rd Street and Marquette served as the Minneapolis Post Office from 1884 to 1915. Opening year receipts were \$178,218.97.



First snowmobile design was successfully used on Rural Routes throughout Minnesota.



Ed Couture in front on his commerce mail truck in 1931 looking west on 30th and Johnson N.E.



Branch 9 delegates to the National Convention in Omaha in 1915.




Branch 9 delegates to the State Convention in Worthington in 1915.

There will be no delivery of mail on Saturday afternoon, July 16.

owing to the Letter Carriers' Annual Outing to be held at Spring Park. It is to be the biggest affair of its kind ever held. St. Paul carriers and friends are to unite with the Minneapolis crowd in a mammoth combination picnic. Besides a base ball game and tug-of-war between the carriers of the two cities there are to be 15 contests, including free-for-all races for ladies and gentlemen, boat races, pie eating contests, potato race, sack race, 3-legged race, etc. Wait for the event of the season.

Get your tickets from your carrier.

Trains Leave Union Station - - 9:35 a. m.; 2:00 p. m.; 5:07 p. m.
Returning, Leave Spring Park - 1:20 p. m.; 5:05 p. m.; 9:05 p. m.

TICKETS: Adults 50c  Children 5 to 12 years 25c

This notice was sent out in 1910.

From the Minutes of the Branch Meeting February, 1929

President C. O. Miller called the monthly meeting of Branch 9 to order at 8:30 p.m. The application of Walter R. Lashbrook made in due form was received and read, and under the rule of the Association will be voted at the next meeting. The application of C. W. Mortenson which was read at the January meeting, was ordered to vote and the ballot being clear was declared elected to membership in Branch 9.

William F. Fligge, who was elected to membership in Branch 9 Sept. 8, 1928, being present was initiated by the proper officers.

President Miller called attention to the notice in the bulletin regarding lurching on the clock without making a report on the time card. The practice of lurching without proper authority while on duty is classed as loitering and is severely dealt with. Meeting adjourned at 11:05 p.m.

The Story of Minneapolis Auxilliary No. 67

On September 13, 1924 members of Minneapolis Branch 9, N.A.L.C. were requested to bring their wives to a meeting, at which time Branch 9 President P. L. Cummings explained to the Ladies the importance of an Auxilliary. Those present voted to form an organization, with Miss Maude Kimmel, acting President and Mrs. Mary Henke, Recording Secretary.

The first meeting of the Ladies Auxilliary to Branch 9, N.A.L.C. was held October 3, 1924 at Stags Hall. The meeting was called to order by acting President Miss Maude Kimmel, then turned over to the President of the National Ladies Auxilliary, Sister Mary McCormick. Our Charter was issued October 8, 1924 thus we became known as Ladies Auxilliary 67.

The first Officers of Auxilliary 67 were as follows: President, Mrs. Augusta Kimmel; Vice President, Mrs. Catherine Mulvihill; Recording Secretary, Mrs. Mary Henke; Financial Secretary, Mrs. Nellie Murphy; Treasurer, Mrs. Lydia Ryan; Mistress-at-arms, Mrs. Cora Steffen; Trustees, Mrs. Juell Dwyer; Mrs. Bessie Cummings; Mrs. Zita Nickerson. There were 47 charter members.

Auxilliary 67, affiliated with the Minnesota State Auxilliary to the National Association of Letter Carriers on April 18, 1925. The delegate to our First State Convention at Chisholm, Minnesota, in July 1925, was Mrs. Bertha Gavic who was elected to the office of State Treasurer.

Auxilliary 67 was hostess to the National Convention of the Ladies Auxilliary in 1929, with Headquarters at the Curtis