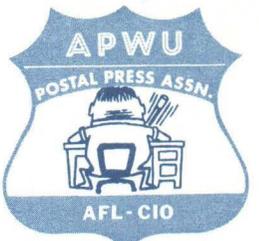




# FARGO TOUR GUIDE



Local 88 Box 1874  
Fargo, N. Dak. 58107

DECEMBER 1984

FARGO, N. DAK. 58102

VOL 2 No. 6

APWU  
LOCAL #88, FARGO, NORTH DAKOTA

STATE OF THE LOCAL  
by Bill Cardwell, President

Dec. 25th is the day we find out what wages and benefits we are to receive for the next three years. I believe that our national officers have their act together, and will be starting on Dec. 11th to present a case to the arbitration panel with facts and documentation that will show that we deserve a pay increase, and also to prevent a two-tier pay system in the postal service.

As we go into the Christmas rush, I'm sure we are going to have problems with overtime, both desired and mandatory, we do every year. So if you are having a problem be sure to ask to see your steward. We have already had some problems, and hopefully, we have gotten those problems straightened out, but as you know at this time of year things happen fast. So please keep your steward informed.

As we go into the new year, we are facing local negotiations. I believe these negotiations are going to be tough, but I believe we will be ready.

Remember, there will be local elections in March, and the N.D. APWU state convention in May at Minot. So if you are thinking of running for office, or as a delegate to the state convention, decision time will be in February as that is when nominations for officers and delegates will be made. As I announced at the Dec. 3 meeting, I will not seek re-election as local president.

In closing, I want to wish each of you the best for the holidays.

Yours in solidarity  
Sincerely and fraternally,

s/Bill Cardwell  
Local 88 APWU President

FARGO TOUR GUIDE

LOCAL #88 APWU  
P.O. BOX 1874  
FARGO, ND 58107

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Any member of this local may submit an article for the paper and the Editor will endeavor to print all articles submitted. All articles must be signed. Opinions expressed are those of the author and not necessarily the opinion of Apwu officers, the Local, the Editor or advertisers of this publication. Article and address changes may be sent to the above address.,

BILLER SUES RUFF

APWU President Moe Biller has commenced a lawsuit in the District of Columbia Superior Court to protest the vicious defamation of the American Postal Workers Union, AFL-CIO and its members by a pro-Reagan political action committee operated by Howard J. Ruff. Among the defendants named in the \$2 million dollar suit are Ruff, who is the chairman of "VOTERS FOR REAGAN" and Neil Blair, the President of Ruff-Pac.

The suit was instigated by vicious, false and malicious attacks by Ruff upon the APWU and its members. In a widely circulated "Voters for Reagan" mailing, Ruff accuses the union and its members of holding up his mail, preventing its delivery and even destroying it. He further falsely accused APWU of threatening work stoppages, slow-downs and strikes.

The suit alleges that Ruff deliberately printed the lies about the union, which had endorsed the Mondale/Ferraro ticket, and postal workers, as part of a fraudulent scheme to cause recipients of his mailing to send money to him.

The lawsuit takes Ruff and his Committee to task for their libel and asks not only for damages, but also a public apology and retraction.

## T'WAS THE WEEK BEFORE CHRISTMAS

It was the week before Christmas post office style,  
The place was a jumble and things were wild.  
The hampers and trucks were filled to the top--  
And nary a clerk ever dared to stop  
Until each piece of mail was on its way  
Hoping to be there before Christmas Day.

The sacks were hung on the racks everywhere,  
The packages were flying through the air.  
Letters were being sorted at a torrid pace,  
While general confusion ruled over the place.  
We're right in the midst of a mell of a mess,  
Working like fools and a doing our best.

The supervisors were running to and fro,  
Putting on the big push with, "Come on, let's go!"  
Forgetting all the plans of days by gone.  
Throwing out the rules and using their own.  
It's certain the clerks didn't need their aid--  
Moving the mail in spite of mistakes made.

Three days before Christmas, at the old Annex  
Things were in a jam and the place in a wreck--  
When all at once there arose such a clatter,  
Bosses were running to see what's the matter.  
Poor soul on the bottom, out cold as a rock,  
And all they could say was, "Get him off the clock".

The clerks went home and snuggled up in their bed  
With visions of misery and the day ahead,--  
While the others at home were filled with glee  
Wrapping the packages and trimming the tree.  
Songs were sounding out the gay Christmas spirit,  
But you're dead for the world, in no mood to hear it.

Up the next morning not feeling so fine--  
But you don't wanna miss any overtime.  
So off you go to try it again,  
Countin' the days when it's gonna end--  
Thinkin' up ways you can agitate  
To pass the time and forget your fate.

It was the day before Christmas, the volume dropping--  
You try to get off for some last minute shopping.  
Many rush out, but a few must stay.  
Sorting last bins of mail and fattening their pay.  
This they do in spite of their aches and ills.  
Hoping to make enough to pay their bills.

Every once in a while someone makes a 'funny',  
About liking to work, not needing the money.  
And yet there's satisfaction in all that we do,  
In knowing the Christmas mail has all gone through.  
And when it's over we can give a loud cheer  
That Christmas only comes but once a year. --The Keystone

## HURT ON THE JOB? LOOK OUT!

Getting hurt is never any fun, but doing it at your friendly local Post Office adds financial loss, inconvenience, and irritation to the pain of the injury. Either through ignorance (always a reasonable assumption) or by design, supervisors give incorrect advice after the injury, which complicates handling of the claim and sometimes prevents payment from being made.

Injury on duty entitles you to medical treatment by the physician of your choice at USPS expense, and also to protection from loss of earnings during treatment and/or recuperation. For the first 45 days following a traumatic injury, you may receive CONTINUATION OF PAY without charge to annual or sick leave, for your regular straight-time hours. USPS may CONTOVERT your claim, but may terminate pay only if they claim your disability is the result of an occupational disease, rather than a traumatic injury, the injury was caused by willful misconduct or intoxication, the injury was not reported within 30 days, work stoppage first occurred 6 months or more following the injury, or the employee first reported the injury after termination of employment.

It is CRITICAL that the proper forms be filled out as early as possible. The most significant are the CA-1 and CA-16; both are routinely denied, and employees discouraged from filling them out; you must stick to your guns and insist that the proper forms be supplied.

CA-1: This is the report of traumatic injury; do not accept a CA-2 as a substitute: It is for occupational disease, and as such does not entitle you to Continuation of Pay. If the supervisor "doesn't have time" or "can't find one" SEE YOUR STEWARD!! Once you get the form, be sure it is accurately and completely filled out, that you indicate COP, rather than annual or sick leave, and that your supervisor has NOT checked the "controversion" box without good reason, or left it blank. You are entitled to a receipt for the form, and should request a copy.

CA-16: This is your authorization for treatment at USPS expense. It must be signed by an authorizing official, and indicate whether there is "doubt whether the employee's condition is caused by an injury sustained in the performance of duty..." If the CA-16 indicates such doubt in the mind of the supervisor, again see your steward, and get an explanation, in his presence, of the basis for that doubt.

You will also receive a CA-17, Duty Status Report, on which your doctor indicates what you need for additional treatment and/or light duty. If continued treatment is required, additional CA-17's will be submitted indicating changes in your restrictions.

## MEDICARE

Since January 1, 1983, federal employees have been required to pay 1.3% of their gross wages to the Medicare program. Many employees have been confused as to whether they will ever be able to use Medicare, since we have our own Health Plan benefits which we can extend into retirement. Lorenzo Stephens, National APWU Human Relations Director, sent me some enlightening information on the subject of Medicare, which I would like to share with the members.

To qualify for Medicare coverage, federal workers must pay into the system a minimum of ten years, if they were born after 1929, or their spouse must have paid Medicare tax for at least ten years, or if they suffer from end-stage renal disease, they will qualify. Federal employees who retire before they pay into Medicare for ten years are still covered. You cannot take advantage of Medicare until you reach the age of 65.

The 1.3% you pay each pay period is for Medicare Part A, which covers the costs of inpatient hospital care. Medicare requires a \$304 deductible for the first 60 days of hospitalization, and will pay all covered hospital expenses except for \$76 per day from the sixty-first day through the ninetieth day. If you are hospitalized for more than ninety days, you may draw on sixty "lifetime reserve days," and Medicare pays for all covered hospital expenses except for \$152 per day.

Members should be aware that the Medicare tax will increase in January, 1985 from the 1.3% to 1.35%. The Medicare tax will then increase to 1.45% in 1986. All Medicare tax is paid, at present, based on income of up to \$35,400 annually. By 1986, that will increase to \$45,600.

-Ft. Worth Outpost

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### AUTOMATION FRUSTRATIONS

There once was a foreman, rotund and quite dour  
Who loved to torture one worker per hour.  
A Letter of Warning, suspension for sure -  
For every shortcoming was absolute cure.  
All habits of mass processing he'd have you believe,  
Were directly related to worker's sick leave.  
But one day the boss had a bad revelation -  
There were fewer to torture due to new automation.  
Production was slower, or almost the same,  
But now there were no more workers to blame.  
The horrible truth would soon be apparent -  
The employees were good - the bosses were errant!  
And tormenting workers (his past recreation)  
Was completely foregone by full automation.

THE FOLLOWING ARE ACTUAL STATEMENTS FOUND ON INSURANCE FORMS WHERE CAR DRIVERS ATTEMPTED TO SUMMARIZE THE DETAILS OF AN ACCIDENT IN THE FEWEST POSSIBLE WORDS. THE INSTANCES OF FAULTY WRITING SERVE TO CONFIRM THAT EVEN INCOMPETENT WRITING MAY BE HIGHLY ENTERTAINING.

Coming home I drove into the wrong house and collided with a tree I don't have.

The other car collided with mine without giving warning of its intention.

I thought my window was down, but I found it out was up when I put my head through it.

I collided with a stationary truck coming the other way.

A truck backed through my windshield into my wife's face.

A pedestrian hit me and went under my car.

The gas was all over the road. I had to swerve a number of times before I hit him.

I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.

In an attempt to kill a fly, I drove into a telephone pole.

I had been shopping for plants all day and was on my way home. As I reached an intersection a hedge sprang up, obscuring my vision and I did not see the other car.

I had been driving for 40 years when I fell asleep at the wheel and had an accident.

I was on my way to the doctor with rear end trouble when my universal joint gave way causing me to have an accident.

As I approached the intersection a sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.

To avoid hitting the bumper of the car in front I struck the pedestrian.

My car was legally parked as it backed into the other vehicle.

An invisible car came out of nowhere, struck my car and vanished.

## BE CAREFUL WHEN JUMPING BATTERY

Dead battery season is here again.

Believe it or not there is a right way and wrong way to jump start a vehicle with a dead battery. And, if this simple procedure is performed incorrectly, an explosion could occur causing serious injury.

According to the National Society for the Prevention of Blindness accidents involving batteries caused injuries to 12,588 people in 1981.

When jump starting a battery, remember these safety precautions:

---Extinguish cigarettes and keep flames away from the battery. A small spark can ignite hydrogen gas from the battery causing an explosion.

---Make sure the vehicles don't touch. Set parking brakes (put automatic shifts in PARK and manual transmissions in NEUTRAL). Turn ignition off.

---Add battery water, if needed. Replace caps, cover with a damp cloth. Don't jump start if battery fluid is frozen.

---Do not jump start unless both vehicles are of the same voltage. American made vehicles are either 6-volt or 12-volt.

Attach cables in the following order.

1. Clamp one jumper cable to the positive terminal on the DEAD battery, then clamp the other end of the cable to the positive pole of the good battery.

---Suncoast Area Local

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Ins. Forms con't...

I told the police I was not injured, but on removing my hat found that I had a fractured skull.

I was sure the old fellow would never make it to the other side of the road when I struck him.

The pedestrian had no idea which direction to run, so I ran over him.

I saw a slow moving, sad-faced old gentleman as he bounced off the roof of my car.

The indirect cause of the accident was a little guy in a small car with a big mouth.

I was thrown from my car as it left the road. I was later found in a ditch by some stray cows.

The telephone pole was approaching. I was attempting to swerve out of the way when I struck the front end.

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